



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

Tuesday, September 6, 2005 1:30 p.m.
CMA Offices – Board Room
1333 Broadway, Suite 220
Oakland, CA 94612
(See map on reverse side)

Chairperson: Dennis R. Fay
Staff Liaison: Frank R. Furger
Secretary: Christina Muller

AGENDA

“Copies of individual Agenda Items are available on the CMA’s Website”

1.0 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 CONSENT CALENDAR (+) Acceptance

1:30 p.m.

2.1 Minutes of July 5, 2005* (page 1)

Action

2.2 Deputy Directors’ Report* (page 5)

Information

**3.0 FUNDING PROGRAM AND PROJECT DELIVERY
CMP/CWTP/RTP**

ACTION ITEMS

3.1 STIP Program: Quarterly at Risk Report* (page 29)

Discussion/Action

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the State Transportation Improvement Program.

**3.2 TFCA Program: Extension Request – City of Oakland
Coliseum BART Bus Stop Relocation (02ALA10)* (page 35)**

Discussion/Action

ACTAC is requested to take action on the City of Oakland request for an extension to the expenditure deadline for the Coliseum BART Bus Stop Relocation (02ALA10) project funded by the TFCA Program Manager Funds. The request would extend the expenditure deadline from September 30, 2005 to September 30, 2006.

**3.3 City of Oakland Coliseum BART Transit HUB Project: (page 37)
Request for Supplemental Funding***

Discussion/Action

The City of Oakland is implementing a \$5.6 million Transit Hub and Streetscape Improvement Project at the Coliseum BART Station. Due to cost increases associated with PG&E utility work, an additional \$500,000 is needed to complete the project. ACTAC is requested to approve a strategy to provide funding for this project and forward a funding recommendation to the Plans and Programs Committee for approval.

3.4 2005 Countywide Bicycle Plan Update: Review Workplan and Schedule and Set Meeting Date * (page 39)

Discussion/Action

ACTAC is requested to provide input on the attached workplan and schedule for updating the Countywide Bicycle Plan and to set a date for the first meeting to discuss the Bicycle Plan Update. Options for a meeting time and date include: 1) 11:30 to 1:30 October 4th before ACTAC with lunch provided, 2) 10:30 to 12:30 October 4th before ACTAC with a break for lunch, and 3) another date in mid-October separate from ACTAC. ACTAC is identified as the lead in the development of the Countywide Bicycle Plan update along with input from ACTIA's Bicycle Pedestrian Advisory Committee. At the October meeting we will discuss proposed network updates, identification of gaps in the network, criteria for selecting high priority projects, transit hub access and interface and other items as needed. Representatives from ACTIA's BPAC, other public agencies, and bicycle groups will also be invited to provide input at the October meeting. The update of the Countywide Bicycle Plan will be coordinated with ACTIA's Countywide Pedestrian Plan efforts. In order to facilitate coordination between the two plans, we will formally begin seeking input from ACTIA's BPAC at their November 10th meeting.

3.5 Transportation & Land Use Program* (page 49)

Discussion/Action

The Committee is requested to recommend that the Board approve the proposed Transit Oriented Development (TOD) Funding Monitoring Program and TOD Technical Assistance Program (TAP). On May 26, 2005, the Board directed CMA staff to develop a scope and budget for the programs based on recommendations from the March 28, 2005 TOD workshop and the Transportation and Land Use Task Force. The intent of the programs is to provide expertise to advance TOD projects. The combined budget for the programs is \$25,000, which would be available from CMA's Transportation and Land Use (T Plus) program, funded by MTC. An additional \$25,000 may be available from ACTIA for TOD TAP, pending action from their Board in September.

3.6 Lifeline Program* (page 53)

Discussion/Action

ACTAC is requested to recommend that the Board provide input and approve the proposed implementing framework for MTC's Lifeline Transportation Program in Alameda County. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. MTC will allocate \$4.1 million in Alameda County over three years. The Boards of CMA and ACTIA approved joint administration of the program in June 2005. The ACTIA Board is reviewing the implementing framework for the Lifeline program in September.

4.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP

NON-ACTION ITEMS

4.1 2006 STIP: Schedule and Process * (page 65)

Information/Discussion

Staff will provide a status report on the progress of the 2006 State Transportation Improvement Program (STIP) process.

4.2 Federal STP/CMAQ Program: Cycle 3 Local Streets and Roads Rehabilitation Program Roads Rehabilitation Program* (page 71)

Information/Discussion

Based on MTC's preliminary indications, approximately \$57 million is expected to be reserved for Local Streets and Roads programming in the region. Alameda County's Share of the region's Cycle 3 LSR funding is estimated in the \$7.5 million range. The Cycle 3 LSR funding is slated for programming in federal fiscal years 07/08 and 08/09, however MTC has indicated that some funding may be available for obligation as early as 06/07. The CMA would like input from project sponsors if funding is desired in 06/07

4.3 TFCA: Timely Use of Funds Report* (page 73)**Information/Discussion**

Attached is a listing of the locally sponsored TFCA projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by September 16, 2005. This information will be the basis of the At Risk Report brought to the committees and the Board in October, 2005.

4.4 Federal Reauthorization: SAFETEA-LU * (page 79)**Information/Discussion**

The reauthorization of the TEA-21 legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was completed by Congress on July 29 and signed into law on August 10, 2005. The bill authorizes \$255.5 billion in funding for federal surface transportation programs over five years (fiscal years 2005 through 2009), an average annual increase of 41 percent over prior levels. A total of 116 Bay Area projects worth \$734.4 million stand to gain from congressional earmarks in the bill. The law establishes several new programs and makes clear Congress' commitment to transportation safety and maintains the emphasis on flexible financing and local planning that was allowed under the ISTEA program approved in 1991 and reaffirmed by the TEA-21 signed in 1998. The list of projects that received earmarks is attached for your review as well as information for a September 15th meeting for sponsors who have received earmarks.

4.5 Federal STP/CMAQ: Inactive Projects* (page 87)**Information/Discussion**

Under Caltrans's proposed procedures, projects with no invoices over the previous 6-month period are subject to de-obligation of funds. Under the proposed federal rules, projects that are inactive (no invoicing) in the previous 12 months will have the funds deobligated. The attached list of federally funded projects have had no activity for 6 months. CMA staff understands that this information has also been transmitted directly to project sponsors. Projects detailed on the attached list should submit an invoice for the project as soon as possible.

4.6 ACTIA Transit Center Development Funds* (page 91)**Information/Discussion**

The 2000 Measure B Expenditure Plan provides for programmatic expenditures for Transit Center Development Funds in the amount of 0.19% of net revenues. At the end of June 2005, the Transit Center Development program is projected to have a balance of approximately \$575,000, with about \$185,000 to \$190,000 being generated annually. ACTIA staff is recommending that these funds be used as the local match portion of MTC's TLC program for planning and capital, including Resolution 3434 transit expansion projects, and the CMA's call for projects as part of the County TLC program. In addition, support was expressed for use of \$25,000 per year to match the T-Plus program funds the ACCMA is planning on allocating for a TOD TAP (Technical Assistance Program). ACTIA staff requests feedback from ACTAC on the use of these funds.

4.7 Congestion Management Program - 2005 Conformity * (page 95)**Information/Discussion**

ACTAC is requested to review the attached tables reporting the conformity status with the CMP (Table 1) and documenting the 2004/ 2005 Land Use Analysis Program Environmental Review for Tier 1 projects (Table 2). Letters were sent to the local jurisdictions planning departments on August 23rd requesting information on Tier 1 requirements as well as TDM requirements. Comments are due by September 25th for both the Land Use Analysis Program and the TDM Element. Local jurisdictions are required to comply with the CMP as follows: 1) (a) Tier 1 Land Use Analysis – submit CMA all Notice of Preparations, EIRs and General Plan amendments. (b) Tier 2 Land Use Forecasts- review of distribution of ABAG Projections by traffic analysis zones; 2) Traffic Demand Management – Complete Site Design Checklist; 3) Payment of Fees; and 4) Deficiency Plans, as needed in some jurisdictions. Final conformity findings will be presented to the CMA Board at its November 2005 meeting.

4.8 Performance Report

Information

CMA is sending the cities, the County and transit operators a request for information for the annual Performance Report in the first week of September. Data is needed for pavement condition, number of lane miles completed on the Countywide Bicycle network, and a variety of transit measures. ACTAC is requested to work with the appropriate staff member in your jurisdiction to provide CMA information for the Performance Report by September 30, 2005.

5.0 LEGISLATION ITEMS

6.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: – October 4, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

- (#) All items on the agenda are subject to action and/or change by ACTAC.
- (+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.
- * Attachments enclosed.
- ** Materials will be available at the meeting.
- ✓ Materials are enclosed as a separate attachment to the agenda.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JULY 5, 2005
Oakland, CA**

1.0 PUBLIC COMMENT

There were no public comments

2.0 CONSENT CALENDAR (+) Acceptance

2.1 Minutes of June 7, 2005

2.2 Deputy Directors' Report

A motion was made by Carmichael-Hart to approve the Consent Calendar; a second was made by Odumade. The motion passed unanimously.

3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP ACTION ITEMS

3.1 TFCA Program: Quarterly at Risk Report

Annie Young from Project Delivery Management Group reviewed the Quarterly at Risk report. A motion was made by Carmichael-Hart to approve the Quarterly at Risk Report; a second was made by Nichols. The motion passed unanimously.

3.2 Federal STP/CMAQ Program: Quarterly at Risk Report

Jacki Taylor from Advance Project Delivery reviewed the Quarterly at Risk report for local projects programmed in the STP/CMAQ Program. A motion was made by Carmichael-Hart to approve the Quarterly at Risk Report; a second was made by Odumade. The motion passed unanimously.

3.3 Draft 2005 Congestion Management Program

Suthanthira reviewed the draft 2005 Congestion Management Program. After a brief discussion a motion was made by Carmichael-Hart recommending that the CMA Board approve the draft 2005 Congestion Management Program for distribution; a second was made by Odumade. The motion passed unanimously.

4.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP INFORMATION

4.1 2006 STIP: Schedule and Process

Todd provided a status report on the progress of the 2006 State Transportation Improvement Program (STIP) process. This was for information only.

4.2 MTC Local Streets and Roads Committee

Todd advised the Committee that the MTC Local Streets and Roads (LSR) Committee has recommended the 50/50 hybrid allocation model for the 3rd cycle with the agreement that any other regional funding that becomes available for local streets and roads be allocated 100% based on the 'new' formula. This was for information only.

4.3 State Transportation Improvement Program (STIP) Program: Timely Use of Funds Report
James O'Brien of Advance Project Delivery reviewed the Timely Use of Funds Report. This was for information only.

4.4 Update for the Land Use Analysis Program Element of the Congestion Management Program

Suthanthira provided an update for the Land Use Analysis Program Element of the Congestion Management Program. The Committee was requested to review the spreadsheet and 1) Make sure that all of your projects are included, 2) If any project is complete inform us to change the status, 3) Confirm that the information presented is accurate. The updated spreadsheet will be sent to jurisdictions next month as part of the conformity requirements. This was for information only.

4.5 Countywide Bicycle Plan Update

Hart advised the Committee that the CMA is updating the Countywide Bicycle Plan in 2005-06. She noted that the project budget is \$50,000 and ACTIA has approved \$30,000 for the Plan. The Executive Director at MTC will take action on the TDA fund request for the remaining \$20,000 for the Bicycle Plan in September to October 2005. Once the TDA funds are approved, the consultant will begin work on the Bicycle Plan update. This was for information only.

5.0 LEGISLATION ITEMS

Fay provided an update on the state budget and the reauthorization process.

6.0 OTHER BUSINESS/ADJOURNMENT

Suthanthira provided an update on the Countywide Model Update Project and requested the Committee to review and provide comments by the deadline, which is normally one month from the date received.

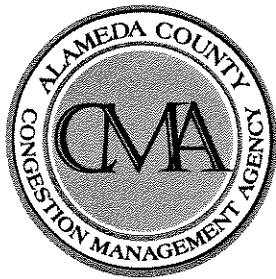
The Committee inquired information about the BART strike. Spencer of AC Transit advised the Committee how AC Transit was preparing for the impact of the possible BART strike and suggested that those inquiring additional information to go to the MTC's 511.org website.

NEXT MEETING: – September 6, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By



Christina Muller, Secretary



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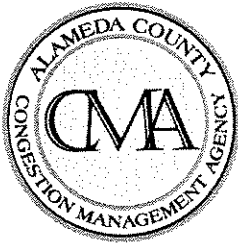
ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

JULY 5, 2005

ROSTER OF MEETING ATTENDANCE
CMA OFFICE, OAKLAND, CALIFORNIA

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SBRAVANA SUTHANTHIRA			
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September 6, 2005
Agenda Item 2.2

Memorandum

Date: August 30, 2005
To: ACTAC
From: Frank Furger, Deputy Director
Jean Hart, Deputy Director
Subject: Deputy Director's Report

MTC's Lifeline Transportation Program – CMA staff is working with ACTIA to develop a program to jointly administer the Lifeline Transportation Program. A proposed work program will be presented to the Board September 2005 and will be discussed at the September ACTAC meeting. See ACTAC agenda item 3.6 for more information.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Currently, development of simulation model is nearing completion. Upon completion of the simulation model, the consultant team will develop various scenarios or options (set of projects) to analyze and determine which option alleviates the congestion and improves mobility better. Caltrans will be making a presentation providing a status report on the study to the I-880 Steering Committee in October 2005.

North I-880 Operations and Safety Project – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 Initial Project Reports and allocation was approved by MTC. An RFP for project development work for the project was released in January, 2005 and nine proposals were received. The Korve /RBF Team was selected to perform the project development work for the project. A notice to proceed with the work was issued early May and work on the project is underway.

San Pablo Avenue - The consultant for AC Transit completed a draft report of Rapid Bus stop improvements and costs. The report was sent to the TAC and PAC. The consultant will provide a summary of the report and request input at the next PAC meeting on September 8th.

SMART Corridors Program - The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. A minor contract was issued to the construction contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents.

Rapid Bus Corridor on International/Broadway/Telegraph – CMA staff is coordinating the work with AC Transit, cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bay Fair BART station, in the City of San Leandro and includes portions of E. 14th/International Boulevard, Broadway, Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and carries about 30,000 daily transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. The contract for traffic signal controllers and cabinets was awarded to McCain Traffic Supplies, Inc. The construction contracts for Broadway and Telegraph segments were awarded to Ray's electric and Steiny respectively. The bids for the E. 14th/International segment will be received on September 8, 2005. Based on a request from AC Transit, CMA has also awarded and/or incorporated additional work in this project such as work on the 34th Avenue which was completed by SIMCO Construction, Inc. of Oakland. This element was needed for the preliminary start of service prior to July 2005.

Grand/MacArthur Corridor Transit Enhancements: CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland, and Caltrans. A component of this project is the transit enhancements along Grand MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$250,000 for the installation of Transit Signal Priority components in the Corridor. The original budget for this phase of the Grand MacArthur Corridor enhancement is \$1,248,000. However, given the increase of the scope of work requested by the participating agencies, it is expected that additional budget is necessary which was

anticipated in the overall budget. A Request for Proposals was released in April 2005 for consultant services to conduct a transit operations and traffic engineering analysis for this corridor. A total of four proposals were received on May 19, 2005. Interviews were held on June 6, 2005. DKS Associates was selected to lead the Analysis and design tasks. The construction is expected to start in 2006. However, equipment such as traffic signal controller assembly and cabinets will be procured by the end of calendar year 2005.

Route 84 HOV – Dumbarton Corridor – In October, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 HOV Lane Project – Soundwall Construction – The contract is at about 89% of the allotted time and the project is approximately 83% complete. The project completion will be delayed to September 2005 due to the combination of weather delays, the addition of a new wall to the projects scope and delays to getting the required masons on the job. The failure to provide the masons on the contract may cause the project to go into liquidated damages. The project is one of the components of the overall I-680 corridor improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls and installing masonry block. A detailed project status by wall group, as well as jobsite photos, is available on the ACCMA web page.

I-680 SMART Carpool Lane project – The I-680 Policy Advisory Committee met in August for the first time. The PAC elected a chair and vice-Chair, received a presentation on the Smart Lane, and approved a scope of work for public outreach. Work has continued on the civil engineering and environmental document. The draft Concept of Operations will be submitted to the PAC on September 1. A consultant was selected for the first phase of public outreach.

Dumbarton Corridor – Phase 1 of the EIR/EIS process, focusing on alternatives analysis, is expected to be complete November-December 2005. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006. A Dumbarton Transit-Oriented Development Corridor Working Group has been established as a subcommittee of the Dumbarton TAC. Key participants on the TOD Corridor Working Group will be city and county planning staff and representatives from the Congestion Management Agencies, transit agencies, and other stakeholders along the corridor. The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. The Working Group will meet on September 7th.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC) – The final EIR was complete in 2002. The EIS and Supplemental EIR, which include modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

I-580 HOV Lane Project – A public meeting was held on July 28th, comments were taken on the HOV lane, Rte. 84 improvements and the I-580/Isabel Interchange. A general response to comments is being prepared. The administrative draft environmental document is scheduled to be completed soon. The expenditure plan for Regional Measure 2 (RM2) includes \$65 million in funding for this project; ACTIA's Measure B Reauthorization includes \$10 million in funding for auxiliary lane construction between Tassajara Road and Airway Boulevard. An RM2 Initial Project Report and allocation for \$6 million was approved by MTC in late 2004. Preliminary design work for the EB HOV is ongoing. The CMA is participating with Caltrans in the preliminary engineering of the EB HOV project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight. Upon approval of the East Bound-only environmental document, the CMA's design consultant will proceed with final design of the project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a project study report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by the CMA consultant team as necessary to maintain and expected delivery schedule. A request for proposals to provide consultant staff support to Caltrans was issued in August; a consultant team is expected to be under contract by the end of October. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation. The PSR will also be used in evaluating the ultimate improvements required for the I-50 corridor. This project is a portion of the RM2 Initial Project Report and allocation for \$6 million that was approved by MTC in late 2004 for the I-580 corridor.

Ardenwood Park & Ride Lot Project – The project acquires a site near the Route 84/Ardenwood Boulevard Interchange in Fremont to expand an existing park – and – ride lot, which is operating at capacity. This expansion is expected to provide over 100 new parking stalls for commuters. This is a Regional Measure 2 (RM2) and Initial Report and Allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document, a categorical exemption, was approved in August. Staff is currently seeking additional allocations from MTC for the right of way and Design Phase, and will proceed with work on those phases following allocation. An RFP for design services is anticipated to be issued in late 2005.

Tri-Valley Triangle Analysis – The TAC has developed seven preliminary packages of alternatives, which will be evaluated using measures of effectiveness approved by the Policy Advisory Committee. The TAC's recommendations will be considered by the PAC on September 9th. The operations model was accepted by the TAC.

Berkeley/Oakland/San Leandro BRT – The alternatives to be analyzed in the EIS/EIR have been identified. Technical studies on traffic and ridership estimates have begun.

FAIR Lanes – The FAIR Lanes study is complete. The document will be placed on the CMA's website.

Transportation and Land Use Program – Following the CMA Board recommendation in May 2005, staff prepared a scope and budget for a Transit Oriented Development (TOD) consultant pool and a TOD project fund monitoring program, both of which will be discussed at the September ACTAC and considered at the September Board meeting. See ACTAC agenda item 3.5 for more information.

Community Based Transportation Plan: West Oakland – A consultant was selected for the Community Based Transportation Plan in West Oakland. The project is being initiated in September 2005.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and twenty six employers and 3, 327 employees are registered in the program, and 971 rides have been taken, including 39 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.96. The average trip length is 39.16 miles. The average trip distance for a rental car ride is 86 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

Dynamic Ridesharing – A tentative launch date of early October has been set for the RideNow pilot project. This date is based on approval by the Dublin City Council at their September 20th meeting of the taxi pick-up location on Scarlett Court and approval by the ACCMA Board at their September 22nd meeting of a request for additional funding of \$5000. If approved, participants will be notified of orientation dates set for the last week in September and the first week in October. The Task Force will meet on August 31st to discuss the Implementation Plan and coordination of tasks with BART.

Bicycle Plan – A consultant has been selected to complete the update of the Countywide Bicycle Plan. An update will be provided at the September ACTAC meeting. More information is included in ACTAC agenda item 3.4.

Transportation Fund for Clean Air – Vehicle Incentive Program – The Vehicle incentive program (VIP) is a grant that helps projects sponsors acquire low emissions, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at www.baaqmd.gov.

Countywide Travel Demand Model Update – Model Task Force meeting met on August 3rd. Regarding progress, draft Traffic Analysis Zones (TAZs) and draft networks for year 2000, base year (2005) and future years (2015 & 2030) have been developed and are currently being reviewed by the jurisdictions. Almost all of the jurisdictions except three have provided comments on the draft year 2000 network and TAZs. Comments on draft base year and future year networks are due by September 9th. TAZs will be finalized during the first week of September in order to be able to proceed with the next task, land use component, of the model update. ABAG has released Projections 05 (P2005) by Census Tracts. Using this P2005 data, starting mid-September, consultants will begin working on the land use component of the model. Starting September, work will also begin on Travel Demand Model component. Regarding data collection, land use data and traffic counts are still pending from few jurisdictions. Next Task Force meeting is scheduled for September 7th.

Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers - Caltrans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm. The report includes standards and innovative practices for the development of bike & pedestrian facilities.

Pedestrian Planning Workshop - The Alameda County Public Works Agency will be hosting a Pedestrian Planning Workshop on Thursday, September 22, 2005, 9 a.m. to 3 p.m., at the County of Alameda Training and Conference Center, 125 - 12th Street, 4th Floor, Hayward Room, in Oakland. John LePlante, an industry leader in Pedestrian Planning, will be the guest speaker. See attached workshop flyer for more details and to register. Space is limited, so register soon to guarantee a space.

CalTrans Planning Grant Applications - Caltrans has announced the FY 06-07 cycle of federal and state planning grants. Applications are due to Caltrans on October 14, 2005. MTC has stated their willingness to sponsor applications by agencies and organizations that are not otherwise eligible to submit applications on their own. If interested in requesting MTC to submit an application on your behalf, notify them by September 14th. Those agencies that are eligible to apply directly on their own and seek a letter of support from MTC should make this request no later than September 30. Please contact Lisa Klein (lklein@mtc.ca.gov) and Nancy Okasaki(nokasaki@mtc.ca.gov) on matters

regarding working with MTC to submit a grant application. The attached memo from MTC sets forth the process and schedule for requesting MTC to sponsor a proposal. More information on the grants, application process, prior year awards, and workshops is available at <http://www.dot.ca.gov/hq/tpp/grants.htm>.

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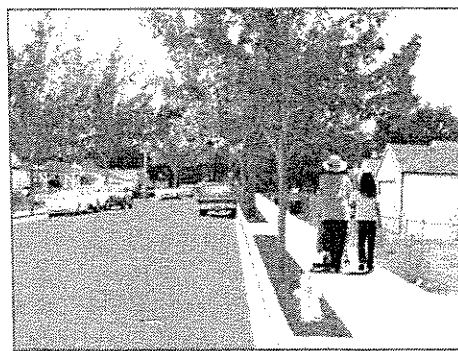
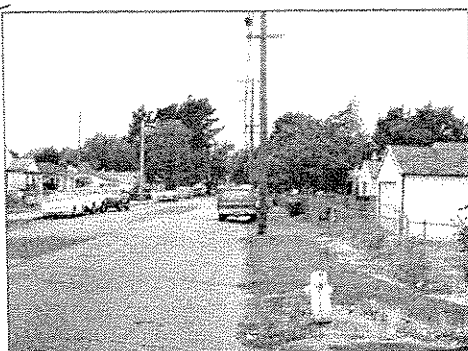
PEDESTRIAN PLANNING:

New Designs for Old Neighborhoods

GUEST SPEAKER:
JOHN LAPLANTE

Who Should Attend?

Planners
Traffic Engineers
Architects
Transportation Representatives
Health Professionals
Elected Officials
Pedestrian Advocates
School Representatives
Caltrans Staff
Bicycle Advocates
Community Leaders
Seniors Representatives
Recreation Staff



THURSDAY, SEPTEMBER 22, 2005
9 a.m. - 3 p.m.
Cost: \$50.00 Including materials and lunch
Limited Space Available

Alameda County Conference Center
125 12th Street
4th Floor, Hayward Room
Oakland, CA

Morning Session: Fundamentals of Pedestrian Planning and Design
Afternoon Session: Case Studies

FOR MORE INFORMATION, PLEASE CONTACT:

Paul J. Keener
Alameda County
Public Works Agency
399 Elmhurst Street
Hayward, CA 94544

Phone: 510-670-6452
Fax: 510-670-5247
Email: PaulK@acpwa.org



John LaPlante, P.E., PTOE, is currently the Vice President and Chief Transportation Planning Engineer for T.Y. Lin International, Inc. Before becoming a consultant in 1992, Mr. LaPlante served more than 30 years in the public sector working for the City of Chicago in transportation engineering.

Mr. LaPlante has worked on a multitude of pedestrian and bicycle projects in and around Chicago. He chaired the subcommittee that prepared the most recent edition of AASHTO's *Guide for Development of Bicycle Facilities* and the first edition of AASHTO's *Guide for the Planning, Design, and Operations of Pedestrian Facilities*. In addition to his work at T.Y. Lin International, Mr. LaPlante chairs the Pedestrian Task Force for the National Committee on Uniform Traffic Control Devices.

This workshop is part of the development of Alameda County's Pedestrian Master Plan for Unincorporated Areas, which is being led by Dowling Associates, Inc. The Alameda County Pedestrian Master Plan is funded by 2000 Measure B Bicycle and Pedestrian Countywide Discretionary Fund.

PEDESTRIAN PLANNING: New Designs for Old Neighborhoods

REGISTRATION FORM

LIMITED SPACE AVAILABLE

Registration Form and
payment must be received by:
Tuesday, September 20, 2005

Cost \$50.00
Including materials and lunch

Payment Options:
Make Check Payable to
Treasurer, County of Alameda
Or
Charge to Visa or MasterCard

Name:
Title:
Organization:
Address:
City/Zip:
Email:
Daytime Phone:

Payment Method:

☐ Check

☐ Credit Card

MAIL OR FAX COMPLETED FORM AND PAYMENT TO:

Paul J. Keener
Alameda County
Public Works Agency
399 Elmhurst Street
Hayward, CA 94544

Phone: 510-670-6452
Fax: 510-670-5247
Email: PaulK@acpwa.org



If paying by credit card, please provide the following billing
information:

☐ Visa

☐ MasterCard

Credit Card Number:

Expiration Date:

Billing Name and Address:

Phone Number:

COUNTY OF ALAMEDA

Conference Center

125 Twelfth Street, Suite 400, Oakland, CA 94607-4912 ♦ (510) 272-6467

Directions

From the South via Interstate 880 or Oakland Airport:

Take Interstate 880 North to the Oak Street exit and turn right onto Oak Street. From Oak Street turn left onto 12th Street.

From the North via Interstate 80:

Take 80 west to 580 east towards downtown Oakland/Hayward/Stockton. Take the Interstate 980 west exit on the left, merge onto Interstate 980 west. Take the Jackson Street exit, placing you on 5th Street and proceed three blocks to Oak Street. Turn left on Oak Street and proceed to 12th Street. Turn left on 12th Street.

From the San Francisco Bay Bridge:

Take the Bay Bridge to Interstate 580 East, to Interstate 980. Take the Jackson Street exit, placing you on 5th Street and proceed three blocks to Oak Street. Turn left on Oak Street and proceed to 12th Street. Turn left on 12th Street.

From the East via Interstate 580:

Take 580 west into Oakland to Lakeshore Avenue exit. Turn left onto Lakeshore and veer to the far left around Lake Merritt veering to the far left to 12th Street.

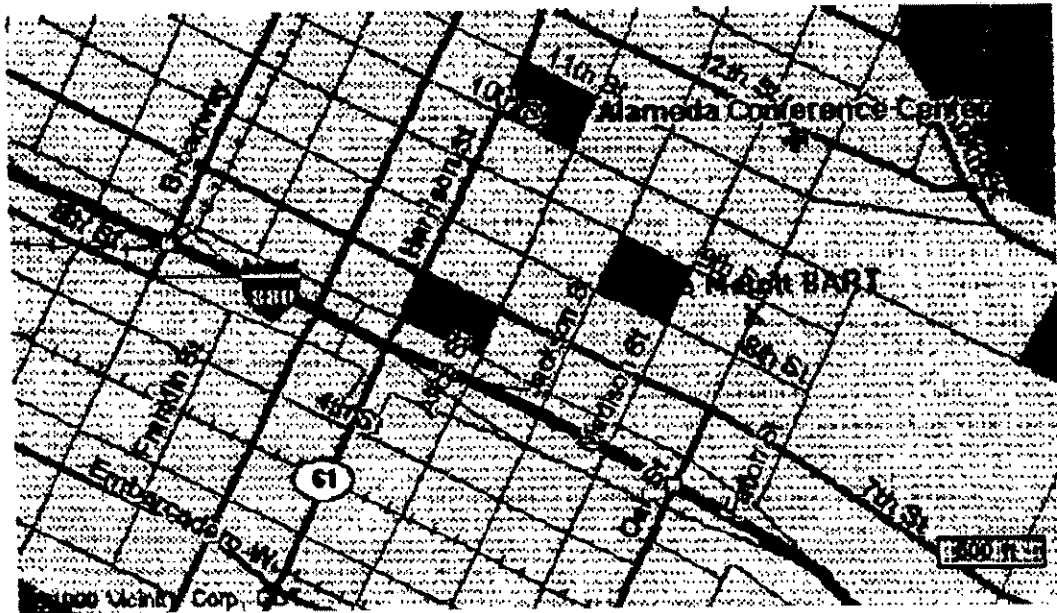
From State Route 24 W:

Take SR-24 to I-980 West. From I-980 West take the I-880 South exit. Take the Jackson Street exit, placing you on 5th Street and proceed three blocks to Oak Street. Turn left on Oak Street and proceed to 12th Street. Turn left on 12th Street.

From BART:

From the Lake Merritt BART station, the conference center is a 2.5 block walk north along Oak Street.

Downtown Oakland Map





METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Interested Parties

DATE: July 25, 2005

FR: Lisa Klein and Nancy Okasaki

W. I.

RE: Caltrans Planning Grants FY 06-07 Cycle

Caltrans recently announced the fiscal year 06-07 round of federal and state planning grants. **Caltrans will hold a workshop on the grants at their Oakland office auditorium on August 23, 2005 from 1:00 to 3:00 p.m.. Applications are due to Caltrans on October 14, 2005.** Attachment 1 includes a brief summary of the grant programs and application eligibility. More information on eligibility, grant size and Caltrans requirements is available at: <http://www.dot.ca.gov/hq/tpp/grants.htm>.

As in the past, MTC is willing to sponsor applications by agencies and organizations ("sub-applicants") that are not otherwise eligible to submit applications on their own. Attachment 2 sets forth the process and schedule for those requesting MTC to sponsor a proposal on their behalf. This schedule was developed to help MTC respond to the numerous requests and inquiries we typically receive. MTC cannot guarantee support for your project if you fail to adhere to the schedule and process outlined in this memo. In brief, we ask that you:

- Notify us by **September 14, 2005** of your intent to seek MTC sponsorship for a grant application and provide a brief project description at that time.
- Secure local matching funds as required by each grant program.
- Provide us by **September 30, 2005** several application elements including: the cover sheet, which requires signature by MTC Executive Director Steve Heminger; project description; purpose and need statement; and scope of work and schedule.
- Complete the application and submit it to Caltrans by the **October 14, 2005** deadline.
- Following submittal to Caltrans in October, provide MTC with a printed copy of the final grant application and a one-page description for inclusion in the FY 06-07 Overall Work Program.

If your agency is eligible to apply for a grant on its own and seeks a letter of support from MTC, please plan to submit a request no later than **September 30, 2005**, as outlined in Attachment 2.

Please contact Lisa Klein or Nancy Okasaki on matters regarding working with MTC to submit a grant application.

Lisa Klein
510.464.7832 (until 8/1/05)
510.817.5832 (after 8/1/05)
lklein@mtc.ca.gov

Nancy Okasaki
510.464.7759 (until 8/1/05)
510.817.5759 (after 8/1/05)
nokasaki@mtc.ca.gov

Attachment 1
Summary of FY 06-07 Caltrans Planning Grants

Environmental Justice: Context Sensitive Planning (EJ) Grants

Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing and economic opportunities for low-income, minority and Native America communities. \$1.5 million available statewide. Maximum award is typically \$250,000, budget permitting. A local match of 10% of the grant request is required. Cities, counties, transit operators, Native American tribal governments, and MPOs may apply directly to Caltrans.

Community Based Transportation Planning (CBTP) Grants

Funds transportation and land use planning that promotes public participation and supports livable communities concepts. \$1.5 million available statewide. Maximum award is typically \$250,000, budget permitting. A local match of 20% of the grant request is required. Cities, counties, transit operators, and MPOs may apply directly to Caltrans.

FHWA Partnership Planning, also known as State Planning & Research (SP&R) Grants

Funds transportation planning studies of multi-regional and statewide significance. \$950,000 available statewide. MPOs are the only eligible applicants; other agencies and organizations may request the MPO to sponsor an application on their behalf. A local match of 20% is required.

FTA 5313(b) Grants (3 programs)

MPOs are the only eligible applicants for all FTA 5313(b) grants; other agencies and organizations may request the MPO to sponsor an application on their behalf. A local match of 11.47% of the total project cost is required for all 5313(b) grant programs:

- **5313(b) Statewide Transit Planning**
Funds studies on transit issues having statewide or multi-regional significance. \$950,000 available statewide.
- **5313(b) Transit Technical Assistance**
Funds public and intermodal transportation planning studies in rural transit areas. \$750,000 available statewide.
- **5313(b) Transit Professional Development**
Funds training and development of transit planning professionals and students, including internships. \$150,000 available statewide.

Community-based organizations, non-profit organizations, and universities are not eligible to apply on their own for any of the grants. These organizations must be a sub-recipient to an eligible agency – as listed above – for each grant.

See <http://www.dot.ca.gov/hq/tpp/grants.htm> for more information on all grant programs.

Attachment 2
Schedule and Procedures for Working with MTC to
Submit Applications for FY 06-07 Caltrans Planning Grants

Those Requesting MTC to Sponsor an Application on Their Behalf

The sub-applicant is responsible for:

- (1) Selecting the grant program to which you will apply. Caltrans District 4 staff listed in the grant application materials, which will be distributed at the workshop or will be available on the web site, are best able to answer questions about eligibility and competitiveness.
- (2) Proving to Lisa or Nancy by **September 14, 2005**: (a) the program to which you will apply; (b) a single contact person; and (c) a few sentences or paragraph describing the project. E-mail communication is fine.
- (3) Securing local matching funds as required by each grant program.
- (4) Filling out and providing to Lisa or Nancy by **September 30, 2005** the following application elements:
 - a. Completed cover sheet for signature by MTC Executive Director Steve Heminger. Please have the authorized official for your agency sign the cover sheet before submitting to us.
 - b. Project description: One paragraph summary of the project for FHWA and FTA grants/One half page summary and description of project area and its demographics for EJ and CBTP grants.
 - c. Purpose and need statement for FWHA and FTA grants/Project justification for CBTP and EJ grants
 - d. Scope of work, including the project schedule and funding chart
- (5) Completing all portions of the application and submitting the necessary printed and electronic copies to Caltrans by **October 14, 2005**. You are also responsible for submitting letters of support and any other supporting materials to Caltrans. It has been our experience that Caltrans will accept supporting documents after the deadline; however, we cannot vouch that they will do so this year.
- (6) Meeting all general Caltrans requirements.
- (7) Providing MTC with a printed copy of the final submitted grant as well as a one-page project description for the FY 06-07 Overall Work Program (OWP). A form will be provided for the one-page OWP description.

MTC staff will assume responsibility for:

- (1) After receiving the cover sheet and application materials requested in Step 4, submitting the cover sheet to MTC Executive Director Steve Heminger for signature and returning it to you by **October 7** for your submittal to Caltrans.
- (2) Identifying the project in the FY 06-07 OWP.

Those Requesting for Letters of Support For Applications Submitted Directly to Caltrans

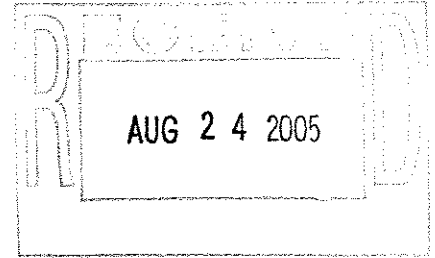
If your agency is eligible to apply on its own and seeks a letter of support from MTC, please contact Lisa or Nancy no later than **September 30, 2005** with the following:

- a. Sample letter of support (if possible)
- b. Grant program for which you are applying
- c. Project description (preferably the scope of work)
- d. Grant request amount



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

August 22, 2005



To: Cities, Counties, and other Public Agencies
From: Jack P. Broadbent, Executive Officer / APCO
Subject: Vehicle Incentive Program for FY 2005/06

The Bay Area Air Quality Management District (Air District) invites public agencies to submit applications for the fiscal year FY 2005/06 Vehicle Incentive Program (VIP).¹ The Air District has allocated a total of \$500,000 for the FY 2005/06 VIP program to help public agencies acquire low-emission vehicles that meet all the following criteria:

- 1) Vehicles must have a gross vehicle weight (GVW) of 10,000 pounds or less.
- 2) Vehicles must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines. (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)
- 3) Vehicles must be certified by the California Air Resources Board to the Super Ultra Low Emission Vehicle (SULEV), Partial Zero Emission Vehicle (PZEV), or Zero Emission Vehicle (ZEV) standards.

The VIP Application Form and VIP Guidelines are available on the District's website. Please review the VIP Guidelines carefully prior to submitting an application. To access the VIP documents, go to www.baaqmd.gov, click on the *Grants and Incentives* heading, then click on *Vehicle Incentive Program*; you can download the VIP Guidelines and the VIP Application Form at the bottom of this page. You may also request these documents by sending an e-mail message to grants@baaqmd.gov or by calling 415-749-4994.

Applications will be accepted on a first-come, first-served basis beginning 8:30 am Monday, **September 19, 2005**. Applications may be submitted via U.S. mail or courier service, or hand-delivered to: **Andrea Gordon, BAAQMD, 939 Ellis Street, San Francisco, CA 94109**. Hand-delivered applications will be accepted between 8:30 am and 4:00 pm. Applications will not be accepted via fax or e-mail. Applications received prior to September 19, 2005 will be returned to the applicant for re-submittal.

Questions about the VIP program should be directed to Andrea Gordon at 415-749-4940 or agordon@baaqmd.gov.

¹ Federal agencies and state agencies subject to EPACT (the federal Energy Policy Act of 1992) requirements to procure alternative fuel vehicles are not eligible for VIP incentives.

Incentive amounts: The incentive amounts for the FY 2005/06 VIP program are as follows:

Incentive Amounts				
Vehicle Type / Emission Rating	New Vehicle	Used Vehicle: One-Year Old (60%)	Used Vehicle: 2-Years Old (40%)	Used Vehicle: 3-Years Old (20%)
Hybrid electric – SULEV or PZEV	\$2,000	\$1,200	\$800	\$400
Natural gas, propane or hydrogen – SULEV or PZEV	\$4,000	\$2,400	\$1,600	\$800
Full-function ZEV	\$5,000	\$3,000	\$2,000	\$1,000
City ZEV	\$3,000	\$1,800	\$1,200	\$600
Neighborhood ZEV	\$1,000	\$600	\$400	\$200

Notes:

- The SULEV incentive amounts also apply to vehicles that are certified to the PZEV (Partial Zero Emission Vehicle) or AT-PZEV (Advanced Technology-Partial Zero Emission Vehicle) standards.
- If the sponsor elects to lease a vehicle that is available for purchase, then the VIP incentive amount will be prorated based on the length of the lease compared to the expected useful life of the vehicle.
- Incentives for zero emission vehicles (ZEV's) apply to battery electric vehicles and fuel cell vehicles that are certified to ZEV standard by CARB. In the case of ZEV's that are only available for lease, the VIP incentive amount is based on a three-year lease period. The incentive amount will be pro-rated for shorter lease terms.

Summary of VIP Process:

1. The Air District receives and reviews application; issues VIP voucher (if funds are available).
2. Applicant has 60 calendar days from date of VIP voucher in which to issue purchase or lease order for the vehicles. (If applicant fails to submit copy of the purchase order (PO) to the Air District within 60 calendar days, the Air District cancels the voucher.)
3. Upon receipt of purchase or lease order, the Air District issues confirmation letter, and provides 180 calendar days for applicant to take delivery of the vehicle(s). (The Air District may grant an extension to the 180-day delivery period, as warranted.)
4. Applicant submits VIP Payment Request Form after taking delivery of all of the vehicles covered by the VIP voucher.
5. The Air District issues payment.

Special Notes:

- A resolution from the governing board is not required for VIP applications.
- Applicants are not required to remove or scrap existing vehicles in their fleets as a condition of receiving VIP incentives. (The Air District's vehicle scrappage requirement applies only to heavy-duty vehicle projects: i.e. vehicles with a GVW greater than 10,000 lbs.)
- The Air District will not award VIP incentives for any vehicle that has received TFCA County Program Manager funds.

Incentive amounts: The incentive amounts for the FY 2005/06 VIP program are as follows:

Vehicle Type / Emission Rating	Incentive Amounts			
	New Vehicle	Used Vehicle: One-Year Old (60%)	Used Vehicle: 2-Years Old (40%)	Used Vehicle: 3-Years Old (20%)
Hybrid electric – SULEV or PZEV	\$2,000	\$1,200	\$800	\$400
Natural gas, propane or hydrogen – SULEV or PZEV	\$4,000	\$2,400	\$1,600	\$800
Full-function ZEV	\$5,000	\$3,000	\$2,000	\$1,000
City ZEV	\$3,000	\$1,800	\$1,200	\$600
Neighborhood ZEV	\$1,000	\$600	\$400	\$200

Notes:

- The SULEV incentive amounts also apply to vehicles that are certified to the PZEV (Partial Zero Emission Vehicle) or AT-PZEV (Advanced Technology-Partial Zero Emission Vehicle) standards.
- If the sponsor elects to lease a vehicle that is available for purchase, then the VIP incentive amount will be prorated based on the length of the lease compared to the expected useful life of the vehicle.
- Incentives for zero emission vehicles (ZEV's) apply to battery electric vehicles and fuel cell vehicles that are certified to ZEV standard by CARB. In the case of ZEV's that are only available for lease, the VIP incentive amount is based on a three-year lease period. The incentive amount will be pro-rated for shorter lease terms.

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5. The Air District issues payment.

Special Notes:

- A resolution from the governing board is not required for VIP applications.
- Applicants are not required to remove or scrap existing vehicles in their fleets as a condition of receiving VIP incentives. (The Air District's vehicle scrappage requirement applies only to heavy-duty vehicle projects: i.e. vehicles with a GVW greater than 10,000 lbs.)
- The Air District will not award VIP incentives for any vehicle that has received TFCA County Program Manager funds.

Attachment A: Applying for VIP Incentives on Behalf of a Non-Public Entity

TFCA Policy #5 defines the conditions whereby a public agency may apply for clean vehicle incentives on behalf of a non-public entity.

TFCA Policy #5: Non-Public Entities: A public agency may apply for funds for clean air vehicles on behalf of a non-public entity when one or more of the following conditions are met:

1. the non-public entity will use the vehicle(s) to provide, under permit or contract, an essential public service that would otherwise be provided directly by the public agency (e.g., refuse collection, street-cleaning, school bus service, etc.), or
2. the non-public entity will use the vehicle(s) to provide to the general public, under permit or contract, transportation demand management services (e.g., vanpools, shuttles to transit stations, door-to-door airport shuttles, taxi services, etc.) or services that provide members of the public with an opportunity to use light-duty clean air vehicles under Policy #28, e.g., through station car projects, car rental services, or car-sharing programs.

To receive TFCA funds on behalf of a non-public entity, the public agency must provide a written, binding agreement that commits the non-public entity to operate the clean air vehicle(s) within the Air District for the duration of the useful life of the vehicle(s). In those situations where multiple non-public entities are under contract or permit to provide the service described above, the public agency must provide a written policy to demonstrate that the vehicle incentive funds will be offered on an equitable basis to all the non-public entities providing the service.

Responsibilities of Public Agency: To apply for VIP incentives on behalf of a non-public entity, the public agency must agree to assume the following responsibilities:

- To develop a policy to ensure that all eligible fleets are provided equitable access to the funds, prior to submitting a VIP application.
- To transfer the incentive funds to the non-public entity and to provide documentation of said process to the Air District.
- To monitor the use of the VIP-funded vehicles, ensure that the non-public entity operates the vehicle(s) in accordance with the VIP guidelines, and ensure that the vehicle(s) is (are) garaged and operated within the boundaries of the Air District for the duration of the useful vehicle life.
- To notify the Air District within 10 calendar days if the non-public entity violates VIP guidelines or fails to operate the vehicle(s) according to the terms of the incentive.
- To maintain information as to the operational status of each vehicle, and to provide operational data and status for each vehicle to the Air District within 60 calendar days of a request from the Air District for this information.
- To provide written notification to the Air District of any change in vehicle ownership or operational status within 30 calendar days of its occurrence.
- To refund the VIP incentives to the Air District, on a prorated basis, if any vehicle funded by this program is removed from service, wrecked, scrapped, or sold before it achieves at least five full years of service or 150,000 miles in the third-party fleet.

Instructions for VIP Application Form

Note: See the VIP Guidelines document for information as to eligibility, incentive amounts, and a summary of the VIP process.

VIP Application Form: (Please expand the application form as needed to provide the information requested.)

PART A – All public agency applicants must complete PART A.

PART B – Part B must also be completed when the public agency is applying for VIP funds on behalf of an eligible third-party fleet (e.g., a taxi fleet or door-to-door shuttle fleet) pursuant to TFCA Policy #5 (see Attachment A in the VIP Guidelines document). If you are requesting funds on behalf of two or more third-party fleets, then a separate copy of Part B should be completed for each fleet. Part B must be signed by the fleet manager (or owner) of the third-party fleet.

In conjunction with Part B, be sure to attach the following documentation:

- a) copy of the permit or contract by which the public agency exercises control over the non-public fleet; and
- b) the public agency's policy to ensure that all eligible non-public fleets are offered equitable access to the VIP incentive funds.

Sponsor Agency Agreement - In addition to Part B, public agencies that are applying for incentives on behalf of third-party fleets must sign and submit the Sponsor Agency Agreement. By signing the Sponsor Agency Agreement, the agency agrees to comply with the monitoring and reporting conditions set forth therein.

Submittal of Applications

VIP applications will be accepted beginning at 8:30 a.m. on Monday, September 19, 2005. Applications received before that time will be returned to the applicant for re-submittal.

Only hard-paper copies of the application will be accepted. Applications may be delivered via U.S. mail, messenger service, or hand delivery. Applications will not be accepted via fax or e-mail.

Mail completed application to:

Andrea Gordon
BAAQMD
939 Ellis Street
San Francisco, CA 94109

Questions should be directed to Andrea Gordon at agordon@baaqmd.gov or 415-749-4940.

Vehicle Incentive Program (VIP) Application – Part A

Public Agency Name: _____

Contact Person: _____
Name Title Dept.

Phone #

E-mail

Mailing Address: _____
Street or P.O. Box City Zip Code

1. Clean Air Vehicles: Total VIP Incentive \$\$ Requested: \$ _____

Specify the number and type of clean air vehicle(s) for which you request VIP incentives:

Emission Category (SULEV, PZEV, ZEV)	Fuel Type	Vehicle Make & Model	Purchase or Lease	# of Vehicles	VIP \$ per Vehicle	Total \$

2. Describe how vehicles will be used, and anticipated daily and annual mileage per vehicle:

3. Describe access to refueling / recharging infrastructure for the clean air vehicles:

4. Briefly describe your experience with alternative fuel vehicles in your fleet:

Project sponsor hereby certifies that no TFCA County Program Manager funds have been requested or received for the vehicles described above.

Public Agency Signature
(Fleet Manager or equivalent position)

Title

Date

Mail this form to: **Andrea Gordon, BAAQMD, 939 Ellis Street, San Francisco, CA 94109**

(VIP applications will be accepted starting Monday, September 19, 2005. Applications received before that time will be returned to the applicant for re-submittal.)

VIP Sponsor Agency Agreement

_____ (*insert name of agency*), hereafter referred to as "Sponsor Agency," is applying for Vehicle Incentive Program (VIP) incentives on behalf of third-party fleets that operate under permit or contract to its authority. As a condition of accepting VIP incentives on behalf of third-party operators, Sponsor Agency agrees to comply with the grant reporting and monitoring set forth below. Sponsor Agency hereby agrees:

1. To develop a policy to ensure that all eligible fleets are provided equitable access to the funds, prior to submitting a VIP application.
2. To transfer the incentive funds to the non-public entity and to provide documentation of said process to the Air District.
3. To ensure that the TFCA logo decal is displayed on each vehicle that receives VIP funds.
4. To monitor the use of the VIP-funded vehicles, ensure that the non-public entity operates the vehicle(s) in accordance with the VIP guidelines, and ensure that the vehicle(s) is (are) garaged and operated within the boundaries of the Air District for the duration of the useful vehicle life.
5. To notify the Air District within 10 calendar days if the non-public entity violates VIP guidelines or fails to operate the vehicle(s) according to the terms of the incentive.
6. To maintain information as to the operational status of each vehicle, and to provide operational data and status for each vehicle to the Air District within 60 calendar days of a request from the Air District for this information.
7. To provide written notification to the Air District of any change in vehicle ownership or operational status within 30 calendar days of its occurrence.
8. To refund the VIP incentives to the Air District, on a prorated basis, if any vehicle funded by this program is removed from service, wrecked, scrapped, or sold before it achieves at least five full years of service or 150,000 miles in the third-party fleet.
9. To indemnify and hold harmless the Air District, its officers, employees, and representatives from any and all claims, suits, or actions related to ownership or use of all vehicles for which VIP incentive funds are awarded.

Name

Title

Date

Vehicle Incentive Program Application Form – Part B

Submit a separate PART B for each third-party fleet for which VIP funds are requested.

- A. Describe the permit or contract between public agency and the non-public fleet operator.
(Attach relevant documentation)
- B. Describe public agency's policy to ensure that the opportunity to participate in this program is offered to all eligible fleet operators on an equitable basis. (Attach relevant documentation)

Name of Non-Public Company or Fleet: _____

Contact Person: _____
Name Title Dept.

Phone # E-mail

Mailing Address: _____
Street or P.O. Box City Zip Code

1. Specify the number and type of clean air vehicle(s) for which you request VIP incentives:

Emission Category (ULEV II,SULEV,ZEV)	Fuel Type	Vehicle Make & Model	Purchase or Lease	# of Vehicles	VIP \$ per Vehicle	Total \$

2. Describe refueling infrastructure, location of station, refueling capacity and speed:

By signing this form, the fleet operator hereby agrees to abide by all VIP guidelines, and to comply with the following conditions for all vehicles that receive VIP incentives:

- a) to display the TFCA decal on each vehicle for the duration of the vehicle use;
- b) to operate the vehicles within the boundaries of the Air District for the duration of their useful life;
- c) to respond within 30 calendar days to any request for information regarding the operational status and odometer mileage of the vehicles;
- d) to report any change in vehicle ownership or operational status to the public agency sponsor within 30 calendar days;
- e) to refund the VIP incentive funds to the Air District, on a prorated basis, if any vehicle that receives VIP incentives is removed from service, wrecked, scrapped, or sold before it achieves at least five full years of service or at least 150,000 miles in the operator fleet.

Non-Public Fleet Signature
(Fleet Manager or equivalent position)

Title

Date



August 26, 2005

ACTAC Agenda Item 3.1
Mtg Date: September 6, 2005

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report
2004 STIP – Locally Sponsored Projects – Alameda County
Draft At Risk Report – July 2005**

Dear Mr. Furger:

Enclosed is the Draft At Risk Report dated July 2005. There are 19 locally sponsored STIP funded projects segregated by "zone." In addition to those 19 projects, there are 21 projects listed under "Final Invoice" that are not assigned to a zone. The Report includes a total of 40 projects being monitored by the Project Monitoring Team (PMT). Once the project sponsor provides a copy of the Final Invoice to the PMT, the project is moved to the list of Completed Projects at the end of the report.

Red zone projects are considered at a relatively high risk of non-compliance with the timely use of funds provisions of the STIP. Some of these provisions potentially threaten the availability of the STIP funds. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed in the tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The PMT requests copies of certain documents related to the required activities as proof that the deadlines have been met. Typically, the documentation requested by the PMT are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

The information presented in the report is based on the information made available to the Project Monitoring Team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,
ADVANCE PROJECT DELIVERY INC.


James P. O'Brien

Enc.

130 Bush Street, Floor 5

Tel (415) 296-7908

San Francisco, CA 94104

Fax (415) 296-8343

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Red Zone Projects

Red Zone Criteria:

Extension request pending;
Environmental allocation deadline within four (4) months;
PS&E allocation deadline within six (6) months;
Right of Way allocation deadline within eight (8) months;
Construction allocation deadline within eight (8) months;
Construction award deadline within eight (8) months;
Construction contract acceptance deadline within (6) months;
and/or Expenditure deadline within eight (8) months.

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	0115B	Livermore	Isabel Ave. Interchange, Rte. 580	Env	01/02	Comp Expend	2/28/06	R	\$4M Alloc'd 7/12/01; 20-month extension appr'd 4/8/04	G
2	2108	Oakland	Coliseum Intercity Rail Station(RTIP)	Con		Accept Contract	2/20/06	R	Awarded in Feb '03	G

Yellow Zone Projects

Yellow Zone Criteria:

STIP/TIP amendment pending;
Environmental allocation deadline within eight (8) months (within 4 months – red zone);
PS&E allocation deadline within ten (10) months (within 6 months – red zone);
R/W allocation deadline within twelve (12) months (within 8 months – red zone);
Construction allocation deadline within twelve (12) months (within 8 months – red zone);
Construction award deadline within twelve (12) months (within 8 months – red zone);
Construction contract acceptance deadline within twelve (12) months (within 6 months – red zone); and/or
Expenditure deadline within twelve (12) months (within 8 months – red zone).

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
3	2110	Union City	Union City Intermodal Station	Con	05/06	Allocate	6/30/06	Y	\$720K RIP + \$5.307M TE	G
		\$6,027		Con	07/08	Allocate	6/30/08	G		G
		\$4,004		Con	08/09	Allocate	6/30/09	G		G
		\$2,283		Con						

Green Zone Projects									
Green Zone Criteria: All conditions other than Red or Yellow Zone									
Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Prev Zone
4	2009A	AC Transit	Maintenance Facilities Upgrade	Con	07/08	Allocate	6/30/08	G	G
		\$3,705							
5	2009B	AC Transit	SATCOM Expansion	Con	07/08	Allocate	6/30/08	G	G
		\$1,000							
6	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	PS&E	06/07	Allocate	6/30/07	G	G
		\$2,700							
7	2009D	AC Transit	Bus Component Rehabilitation	Con	07/08	Allocate	6/30/08	G	G
		\$4,500							
8	2179	ACCMA	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G	G
		\$111		Con	07/08	Allocate	6/30/08	G	G
		\$110		Env	05/06	Comp Expend	6/30/08	G	G
		\$195		Con	08/09	Allocate	6/30/09	G	G
								\$110K Alloc'd 7/14/05	
9	A0157G	ACCMA	I-680 Sunol Grade Soundwalls	Con		Accept Contract	2/26/07	G	G
		\$10,252						Awarded 2/26/04, 50% complete	
10	2009L	ACCMA	Vasco Road Safety Improvements	Con	08/09	Allocate	6/30/09	G	G
		\$1,400							
11	2009N	Alameda	Tinker Avenue Extension	Con	08/09	Allocate	6/30/09	G	G
		\$4,000							
12	2009F	BART	Lake Merritt Channel Subway Repair	Con	07/08	Allocate	6/30/08	G	G
		\$2,000							
13	2009G	BART	BART Stations Platform Edge Tiles	Con	07/08	Allocate	6/30/08	G	G
		\$1,248							
14	2103	BART	BART Oakland Airport Connector	Con	08/09	Allocate	6/30/09	G	G
		\$23,000						Note: \$10M ITIP, Con 08/09	
15	2020	Emeryville	Emeryville Intermodal Transfer Station	Con	08/09	Allocate	6/30/09	G	G
		\$2,110						Note: \$4.2M ITIP in Con 08/09	
16	2009K	LAVTA	Satellite Bus Operating Facility	Con	08/09	Allocate	6/30/09	G	G
		\$4,000							
17	2100	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G	G
		\$110		Con	07/08	Allocate	6/30/08	G	G
		\$110		Env	05/06	Comp Expend	6/30/08	G	G
								\$110K Alloc'd 7/14/05	
18	2100A	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G	G
		\$86							
19	1022	Oakland	Rte. 880 Access at 42 nd Ave./High St., APD	R/W	07/08	Allocate	6/30/08	G	G
		\$3,130							

Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

Index	PP No.	Sponsor	Project Title	Phase	FY	Notes
		Prog'd Amount (\$ x 1,000)				
20	0321D	AC Transit	Wheelchair Securement Retrofit	Con	01/02	FTA to notify FHWA of final costs
		\$601				
21	1023	AC Transit	Bus Rehabilitation	Con	00/01	FTA to notify FHWA of final costs
		\$22,425				
22	2105	AC Transit	San Pablo Avenue Corridor Bus Purchase	Con	00/01	FTA to notify FHWA of final costs
		\$7,575				
23	2113	AC Transit	Engine/Transmission Rehab	Con	01/02	FTA to notify FHWA of final costs
		\$658				
24	2183	Ala. County	Fruitvale Bridge Seismic Retrofit	PS&E	00/01	Expenditures completed during FY 03/04
		\$975,000				
25	2203	Albany	Buchanan/East Shore/Route 80 Interchange	Con	99/00	
		\$2,250				
26	2113A	AC Transit	Engine/Transmission Rehab	Con	01/02	FTA to notify FHWA of final costs
		\$628				
27	2112	BART	Advanced Automatic Train Control System	Con	99/00	FTA to notify FHWA of final costs
		\$19,520				
28	2181	BART	BART Automatic Fair Collection (SO)	Con	99/00	FTA to notify FHWA of final costs
		\$723				
29	1014	BART	BART Seismic Retrofit, Seg. 1A	Env	00/01	
		\$10,200				
30	2106	BART	Fruitvale BART Parking Structure	Con	99/00	
		\$5,692				
31	2103	BART	BART Oakland Airport Connector	R/W		FTA to notify FHWA of final costs
		\$10,000				
		\$5,000	Con			FTA to notify FHWA of final costs
32	0053K	Berkeley	Berkeley Shoreline Bikeway	Con	99/00	Contract accepted 12/31/03
		\$600				
33	1004	Berkeley	College Avenue Rehabilitation	Con	00/01	
		\$2,070				
34	9047	Berkeley	I-80 Bicycle/Pedestrian OC (TEA)	Con	99/00	
		\$1,000				
35	2114	Berkeley	Dublin Blvd Widening	Con	01/02	Project Closeout underway
		\$1,869				

Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

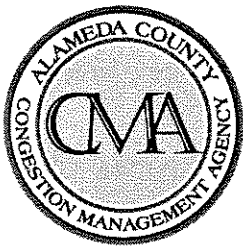
Index	PP No.	Sponsor	Project Title	Phase	FY	Notes
		Prog'd Amount (\$ x 1,000)				
36	0119G	Berkeley	Tassajara Rd. I/C	Con	01/02	Contract accepted 4/20/04
		\$4,700				
37	2109	Fremont	Washington Blvd. and Paseo Padre South – Grade Sep's (SO)	R/W	01/02	Expenditures completed during FY 03/04
		\$4,441				
38	1022	Oakland	Rte. 880 Access at 42 nd Ave./High St., APD	PS&E	00/01	
		\$1,000				
39	2191	Oakland	Third Street Extension	Con	99/00	project completed 6/1/04
		\$1,135				
40	1013	Port	Oakland Airport Connector Guideway	Env	00/01	
		\$1,142				

Completed Projects

Completed Criteria:

Completed STIP projects for which Final Invoice documentation has been provided to the ACCMA; and
 FTA transfer projects reported as complete.

Index	PP No.	Sponsor	Project Title	Notes
41	1003	Alameda	Express II Ferry Refurbish	Final Invoice dated 5/29/04
42	2184	Ala. County	Center/E. Castro Valley/150th, Rehab	Final Invoice submitted in '04
43	2185	Ala. County	Stanley Boulevard Reconstruction	Final Invoice dated 1/13/03
44	2190	Livermore	Portola Ave Reconstruction	Final Invoice submitted
45	2192	Oakland	Oakland City Streets Storm Damage Repair	Final Exp. Report dated 6/30/04
46	2193	Piedmont	Piedmont City Streets Resurfacing	Final Exp. Report dated 4/4/02
47	0320E	Port	State Route 61/Langley Street Reconstruction	Final Exp. Report dated 11/25/02
48	2194	Port	Embarcadero – Clay to Franklin Rehabilitation	Final Exp. Report dated 4/21/05
49	2195	Port	Embarcadero – 5th to 16th Rehabilitation	Final Exp. Report dated 5/20/03
50	2196	San Leandro	City Streets Rehab	Final Invoice dated 9/24/01
51	2197	Union City	Union City Streets Rehabilitation	Final Exp. Report Submitted



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

Memorandum

*September 6, 2005
Agenda Item 3.2*

DATE: August 24, 2005

TO: ACTAC

FROM: Matt Todd, Senior Transportation Engineer

RE: Transportation Fund for Clean Air (TFCA) Program Extension Request:
City of Oakland – Coliseum BART Bust Stop Relocation Project, (02ALA10)

Action Requested

The ACTAC is requested to take action on the City of Oakland request for an extension to the expenditure deadline for the Coliseum BART Bus Stop Relocation Project funded by the Transportation Fund for Clean Air (TFCA) Program Manager Funds. The request would extend the expenditure deadline from September 30, 2005 to September 30, 2006.

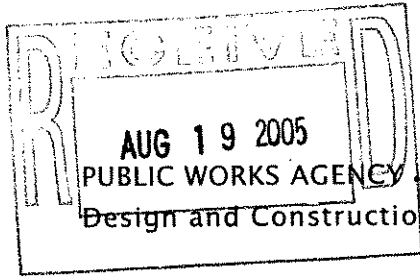
Next Steps

This item will be presented to the PPC and CMA Board in September of 2005.

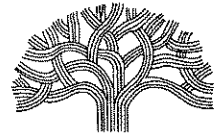
Discussion

The City of Oakland Coliseum BART Bus Stop Relocation Project was approved by the CMA Board as part of the 2002/2003 TFCA Program Manager funds. The \$192,000 funds the project to relocate the bus stops at the Coliseum BART Station. The TFCA funded project is being coordinated with Coliseum Transit Hub Streetscape Improvement Project and the concurrent area wide Utility Under-Grounding project and Street Resurfacing. The city has cited delays due to the Utility Under-Grounding Project. The scheduled completion of construction and current expenditure deadline was September 30, 2005. The extension of the expenditure deadline is for one year to September 30, 2006. As detailed in the 2005-06 Air District Guidelines, the projects funded through the Program Manager funds are allowed to approve (2) one-year extensions. A third extension request will require written approval from the Air District. This is the City of Oakland's second one-year extension request for this project.

Attachment



CITY OF OAKLAND



250 FRANK H. OGAWA PLAZA, SUITE 4314 • OAKLAND, CA 94612-2033
Design and Construction Department

(510) 238-3546

FAX (510) 238-7227

TDD (510) 238-3254

August 17, 2005

Matt Todd
Alameda County Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Subject: Request for Extension of Expenditure Deadline
Project: Coliseum Bart Bus Stop Relocation; TFCA Project No.: #02-ALA-10

Dear Mr. Todd:

This is the second request for time extension for the Coliseum Bart Bus Stop Relocation project (#02-ALA-10) to complete the traffic signal work under the Coliseum Transit Hub Streetscape project. There has been delay in the start of construction and potential delay in completion of the project due to the ongoing delay in the PG&E Utility Undergrounding project. In an effort to save costs, the traffic signal conduit work shares the same trench with PG&E Undergrounding conduit work. The intent is to install the traffic signal conduits concurrently with PG&E's conduit work.

The Coliseum Transit Hub Streetscape project installs the foundations and traffic signal poles and it is scheduled to start construction in August 29, 2005; and PG&E Utility Undergrounding project is still currently searching for additional funds for the project. Based on this fact, it is very unlikely that PG&E will start their conduit work in time to have the conduit trench available for the traffic signal conduit work to start. Without the traffic signal conduit work completed, the traffic signal installation will not be completed in time to meet the current funding deadline of September 30, 2005.

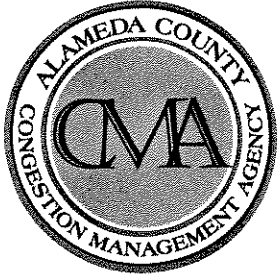
We request that the project (#02-ALA-10) expenditure deadline be extended from **September 30, 2005 to September 30, 2006** to ensure adequate time for PG&E Utility Undergrounding project to start construction. In case PG&E Undergrounding project will not start in time to meet the proposed new deadline of September 30, 2006, the City will install the traffic signal conduits under the Coliseum Transit Hub Streetscape project to avoid further deadline extension.

Thank you for considering this request. If you have any questions, please contact me at 510-238-6603 or Joan Kwong at 510-238-7997.

Sincerely,

Emad Mirdsaeidi
Supervising Civil Engineer
City of Oakland-PWA

Cc: Shanna O'Hare
Kathryn Hughes



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*September 6, 2005
Agenda Item 3.3*

Memorandum

DATE: August 30, 2005
TO: ACTAC
FROM: Frank R. Furger, Deputy Director
SUBJECT: City of Oakland Coliseum BART Transit HUB:
Request for Supplemental Funding

Action Requested

The City of Oakland is implementing a \$5.6 million Transit Hub and Streetscape Improvement Project at the Coliseum BART Station. Due to cost increases associated with PG&E utility work, an additional \$500,000 is needed to complete the project. ACTAC is requested to approve a strategy to provide funding for this project and forward a funding recommendation to the Plans and Programs Committee for approval.

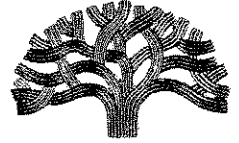
Discussion

The City of Oakland is implementing a \$5.6 million Transit Hub and Streetscape Improvement Project at the Coliseum BART Station. Phase I of this project will include street median modifications, traffic signal upgrades and streetscape improvements in the vicinity of the Oakland Coliseum BART station. The funding plan for the \$2 million Phase I project includes federal funds from the MTC Transportation for Livable Communities (TLC) program, TFCA funds and other local funds.

Phase II of the project will underground PG&E utilities in the area and is funded primarily with City of Oakland funds. The revised cost estimate provided to the City from PG&E for this work is \$3.6 million, resulting in a \$500,000 shortfall on the project. The City has requested the CMA's assistance in addressing this shortfall.

CMA staff is working with the City of Oakland to develop a funding strategy to address this shortfall. Options include funding from the TFCA program, advancement of next cycle TLC funds and/or CMA TIP funds from the set aside for economic uncertainties. Staff will provide ACTAC with a recommendation at the September 6th meeting.

CITY OF OAKLAND



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

LAURENCE E. REID
President Pro Tempore of the City Council
Councilmember District #7

(510) 238-7007
FAX (510) 238-6910

August 26, 2005

Mr. Frank Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway, Suite 200
Oakland, CA 94612

Re: Coliseum BART Transit Hub – San Leandro Street Undergrounding Shortfall

Dear Frank:

Please accept this letter as our formal request for \$500,000 of CMA funds for the San Leandro Street Utility Underground project. These funds will help us towards our funding goal of making this underground project a reality between 73rd and 66th Avenues along San Leandro Street. The revised costs recently provided by PG&E total approximately \$3.6 million, well in excess of earlier estimates.

As you are aware, we are on a tight timeline for the project as several grants for the corresponding streetscape project expire later this year. The CMA's commitment of \$500K will allow us to expedite PG&E's schedule for the utility undergrounding work this year. Due to the issues associated with funding shortfall and in an effort to minimize further delays, we shall continue to proceed with the first phase of the streetscape project and then complete the utility underground work once the majority of the work of the first phase has been completed.

We thank you in advance for your interest and support towards making this "vision" a reality. Ultimately, these projects will dramatically improve overall transit and pedestrian access to the Coliseum BART Station and the new Amtrak Station, and will also significantly reduce diesel emissions from buses that currently use a long circuitous route around the BART station to serve current passengers.

I am available should you have any additional questions concerning the project as well as City staff Shanna O'Hare (238-6613) and Larry Gallegos (238-6174).

Sincerely,

Larry E. Reid
President Pro Tempore of the City Council
City Council District #7

cc: Shanna O'Hare, Larry Gallegos, Gregory Hunter

September 6, 2005
Agenda Item 3.4

Memorandum

Date: August 29, 2005
To: ACTAC
From: Beth Walukas
Subject: 2005 Countywide Bicycle Plan Update: Review Workplan and Schedule and Set Meeting Date

Action Requested

ACTAC is requested to provide input on the attached workplan and schedule for updating the Countywide Bicycle Plan and to set a date for the first meeting to discuss the Bicycle Plan Update. Options for a meeting time and date include: 1) 11:30 to 1:30 October 4th before ACTAC with lunch provided, 2) 10:30 to 12:30 October 4th before ACTAC with a break for lunch, and 3) another date in mid-October separate from ACTAC. ACTAC is identified as the lead in the development of the Countywide Bicycle Plan update along with input from ACTIA's Bicycle Pedestrian Advisory Committee. At the October meeting we will discuss proposed network updates, identification of gaps in the network, criteria for selecting high priority projects, transit hub access and interface and other items as needed. Representatives from ACTIA's BPAC, other public agencies, and bicycle groups will also be invited to provide input at the October meeting. The update of the Countywide Bicycle Plan will be coordinated with ACTIA's Countywide Pedestrian Plan efforts. In order to facilitate coordination between the two plans, we will formally begin seeking input from ACTIA's BPAC at their November 10th meeting.

Next Steps

Select date for October meeting. Send out agenda for October meeting.

Discussion

The Update of the 2001 Alameda Countywide Bicycle Plan is underway as of August 4, 2005. It will be a focused update of the Countywide Bicycle Plan adopted by the Board of Directors in July 2001. The key components of the focused update are summarized in the attached scope of work.

A detailed workplan and schedule are attached. The first meeting seeking ACTAC's input will be in October to address a number of issues such as reviewing the proposed

network updates, identifying gaps in the network, reviewing the criteria for high priority projects, and defining transit hub access and interface. Representatives from ACTIA's BPAC, other public agencies, and bicycle groups will also be invited to provide input. We are also coordinating our update efforts with ACTIA's Countywide Pedestrian Plan efforts. In order to facilitate coordination between the two plans, we will be formally begin seeking input from ACTIA's BPAC at their November 10th meeting.

ACTAC is requested to select a date for the Bicycle Plan Update meeting. Some options include:

- 1) 11:30 to 1:30 October 4th before ACTAC with lunch provided,
- 2) 10:30 to 12:30 October 4th before ACTAC with a break for lunch
- 3) another date in mid-October separate from ACTAC.

**ATTACHMENT 5:
SCOPE OF WORK
TO CONDUCT A FOCUSED UPDATE
OF THE ALAMEDA COUNTYWIDE BICYCLE PLAN**

I Introduction

The Alameda County Congestion Management Agency (ACCMA) proposes to conduct a focused update of the Alameda Countywide Bicycle Plan adopted by the Board of Directors in July 2001. The key components of the focused update are to:

- Revise and correct maps and appendices to add new projects, remove completed or deleted projects, and modify alignments on the Countywide Bicycle network.
- Identify facilities that have been completed since the Plan was adopted and develop a mechanism to track future changes.
- Develop a fiscally constrained list of High Priority Projects.
- Update graphics to improve readability for the general public and local agencies and make it easier to incorporate network changes. Develop graphics that are compatible with GIS.
- Develop an amendment process for including minor changes to the Plan and allowing for substitute projects between updates.
- Show relationship between the Countywide Bicycle Plan High Priority projects and the Regional Bicycle Plan and the Countywide Pedestrian Plan, as appropriate.
- Update project costs and revise funding section to reflect new or modified sources of funding.
- Improve ability to tabulate facilities by category (e.g., city, planning area, county).
- Clarify issues related to the Bay Trail and Transit Hubs.
- Produce an updated Alameda Countywide Bicycle Plan document

Specifically, the following sections of the Countywide Plan will be updated:

- Chapter 3- Proposed Facility Improvements;
- Chapter 5 – Implementation Plan;
- Appendix C-3 – Description of Cross-County Corridors; and
- Appendix E – including Cost Breakdown By Project, Summary of Cost Estimates, Priority Screening of Capital Projects, and High Priority Projects.
- Portions of the Executive Summary related to the above.

II Background

With 14 cities (Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, San Leandro, Hayward, Union City, Newark, Fremont, Dublin, Pleasanton and Livermore) and the unincorporated County, Alameda County is the 6th largest county in California with 1.5 million people living and working in a 738 square mile area. Located in the geographic center of the 9-county San Francisco Bay Area region, Alameda County is well suited to bicycling with relatively flat urbanized areas and long, dry summers. The climate and topography make bicycling a viable alternative to driving alone for certain types of commute trips.

The Alameda Countywide Bicycle Plan was developed in 2000 and 2001 by Alameda County in conjunction with the ACCMA and a Task Force consisting of a representative from each of the four planning areas in addition to a County and East Bay Bicycle Coalition representative. ABAG, MTC, ACTA/ACTIA, Caltrans, East Bay Regional Park District, LAVTA, BART, and AC Transit also participated in the development of the Countywide Bicycle Plan. The Plan was approved by the ACCMA Board of Directors in July 2001. In 2001, the Plan identified a 492 mile network, with approximately 120 miles, or 25 percent, of the network already constructed. Since 2001, when the Plan was adopted, 49 additional miles of facilities have been constructed resulting in 34 percent of the network being completed. The facilities are grouped into 18 corridors and ten EBRPD trails that parallel on-street routes.

The Alameda Countywide Bicycle Plan's goal is to establish and maintain bicycling as a viable transportation mode and seek to integrate it with other modes of transportation; to assure that bicycling is safe for bicyclists; and to encourage multi-jurisdictional coordination to plan, fund, design, and construct bicycle projects. The Countywide Bicycle Plan seeks to provide a connected and continuous network among local jurisdictions in the County and facilitate projects across jurisdictional boundaries. Local jurisdictions, responsible for project implementation, use the Countywide Bicycle Plan as a tool for identifying, designing and constructing bike improvements. MTC has incorporated the Alameda Countywide Bicycle Plan in its Regional Bicycle Plan.

III Project Management

The ACCMA will serve as project manager for the Countywide Bicycle Update. ACTAC and ACTIA's Bicycle and Pedestrian Advisory Committee will provide input on the development of the Plan. Input and participation on the Plan will also be solicited from ABAG, East Bay Regional Park District, BART, AC Transit, Port of Oakland, UC Transit, LAVTA, MTC and Caltrans. ACCMA staff will oversee the project and a consultant will conduct day to day activities.

VI Scope of Work, Schedule and Budget

The scope of work presented below describes the work to be performed for the update of the Countywide Bicycle Plan. The updated Draft Plan will be completed by February 2006 with the Final Plan scheduled for adoption in March 2006. The budget is \$50,000, which includes \$20,000 in TDA funds and \$30,000 in Measure B funds. If the funds are approved, work would begin in August 2005.

Task 1: Identify Changes to the Bicycle Network Since 2001

The purpose of this task is to identify changes to the Countywide Bicycle Network since it was adopted in July 2001. Changes include segments and alignments that are new, completed, deleted, or modified as well as corrections to the existing maps. Several sources will be used to collect this information and include existing documents such as the annual Performance Report published by the ACCMA and city and county bicycle plans and/or general plans; written requests to local jurisdictions; and input from ACCMA staff and ACTIA staff/Bicycle and Pedestrian Advisory Committee. A table summarizing the progress that has been made in

implementing the Countywide Bicycle Plan and a mechanism to track future changes will be developed.

Deliverable: Summary of changes to the bicycle network since 2001 in table format and a recommended method of tracking future changes.

Task 2: Convert Bicycle Network Graphics to GIS Format

MTC has geo-coded the entire Countywide Bicycle network to GIS format and agreed to give ACCMA the files to use for this update. Converting the network to GIS format would respond to a number of issues regarding the graphics in the current Countywide Bicycle Plan. It would allow for easier updating of the network as changes occur, permit on-line readability by allowing users to zoom in and out on specific segments while maintaining better focus, and facilitate updates to the Regional Bicycle network. In this task, Figure 3-1 Recommended Cross-County Corridors and Figure 5-1 High Priority Projects at a minimum would be converted to GIS format. If possible the following figures will also be converted as budget allows: Figure 2-3 Regional Attractors and Generators and Figure 2-8 Bike Parking, so that this information can be overlaid onto the updated network. While the five page graphics format will be retained, an attempt to condense the above Figures into one page Countywide maps will also be made.

Deliverable: Figures 3-1 and 5-1 converted to GIS format and develop one page Countywide network figure. If budget allows, convert Figures 2-3 and 2-8.

Task 3: Update Bicycle Network and Confirm Facility Improvements

In this task Chapter 3 – Proposed Facility Improvements will be updated to reflect the network changes identified in Task 1. As part of the chapter update, the criteria for inclusion on countywide network will be reviewed. The corridors and network will be reviewed for continuity and completeness, including spot improvements and spur routes, paying particular attention to gaps in the network that may have resulted from the changes identified in Task 1. Figure 3-1 – Recommended Cross County Bicycle Corridors will be updated as well as Appendix C-3 Description of Cross County Corridors. The update of this Chapter will also seek to clarify how transit hubs, access and interface are defined as well as to review the Bay Trail system to incorporate those segments that are consistent with the goals of the Countywide Bicycle Plan. The Pedestrian Facilities section, which focuses on pedestrian-bicycle interface, will be updated to reflect the compatible activities identified in the Countywide Pedestrian Plan being developed by ACTIA. These activities include identifying where bicycle and pedestrian needs overlap and where they conflict, ensuring that design treatments for one mode do not degrade the other mode, and identifying overlapping high priority project in both plans.

Deliverable: Update Chapter 3 Proposed Facility Improvements and Appendix C-3 Description of Cross Country Corridors

Task 4: Update Capital Projects and Spot Improvements Summary

Based on information developed in Task 3, review and update Table 5-1 Summary of Recommended Bikeways. Table 5-1 Summary of Recommended Bikeways by City and Cross-County Bicycle Corridor currently summarizes proposed mileage by type of facility and city and

corridor. In this task, different ways to tabulate the improvements will be considered, but the data will be summarized in a format that is useful to those that use the Countywide Bicycle Plan.

Deliverable: Recommendation on how data should be summarized and revised Table 5-1.

Task 5: Update Project Costs and Available Funding

This task will revise the construction cost estimates and update estimates of future revenues. Construction cost estimates will be revised to reflect current unit construction costs and/or changes in project scope. The current unit costs are based on 1998 data. Funding availability will be revised to reflect the most recent Alameda Countywide Plan as well as other bicycle funding programs.

Deliverable: Updated Table 5-2 Unit Construction Cost Assumptions, Table 5-3 Total Network Costs by Improvement Type, Table 5-4 Summary of Available Funding Sources For Implementation, Appendix E-1 Cost Breakdown by Project and Appendix E-2 Summary of Cost Estimates.

Task 6: Develop Fiscally Constrained List of High Priority Projects

Develop a fiscally constrained list of High Priority projects. This will include a review of the prioritization criteria, making revisions as necessary, and developing a revised list of projects.

Deliverable: Update Table 5-5 High Priority Projects, Figure 5-1 High Priority Projects, Appendix E-3 Priority Screening of Projects and Appendix E-4 High Priority Projects.

Task 7: Update Chapter 5 – Implementation Plan and Executive Summary

Using the results from Tasks 4, 5, and 6, Chapter 5- Implementation Plan will be revised to reflect the new list of High Priority projects. Included in the chapter update will be an identification of next issues and a recommended process for amending the Countywide Bicycle Plan for minor changes and allowing for substitute projects between updates. A section will be added to Chapter 5 comparing the Regional Bicycle Plan and Pedestrian Plan to the Countywide Bicycle Plan list of High Priority projects. Finally, the Executive Summary, where appropriate, will be revised to include updated information.

Deliverable: Updated Chapter 5 – Implementation Plan including Figure 5-1, added sections comparing the Countywide Bicycle Plan to the Regional Bicycle Plan and Countywide Pedestrian Plan, and a recommended amendment process to include minor changes between updates as well as an updated Executive Summary.

Task 8: Draft and Final Updated Alameda Countywide Bicycle Plan

A Draft Countywide Bicycle Plan consisting of the updated Executive Summary, Chapter 3, Chapter 5 and associated maps and appendices will be presented to ACTAC and ACTIA's BPAC for review. The Alameda CMA Board of Directors shall have final approval of the revised Bicycle Plan. Seventy copies of the Final updated chapters, maps and appendices will be provided to the ACCMA for distribution.

Deliverable Draft of updated sections for ACTAC and Board meetings, response to comments, and seventy copies Final updated sections of the Alameda Countywide Bicycle Plan.

Task 9: Develop a Public Distribution Document and Post Updated Plan on ACCMA Website

Develop a condensed version of the updated Countywide Bicycle Plan for distribution to the public, which contains the Executive Summary, map of countywide bicycle network (Figure 3-1), map of high priority projects (Figure 5-1) and appendices C-3 and E. An electronic version of the updated sections of the Countywide Bicycle Plan would be provided for posting on the ACCMA's website.

Deliverable: Up to 250 copies of a condensed version of the Countywide Bicycle Plan for public distribution and one electronic copy for posting on the website.

Task 10: Agenda Development and Meetings

With ACCMA staff input, develop and distribute agendas and facilitate group discussions for the plan update. Agendas will be distributed via email with hard copies provided to ACCMA staff for filing. This task includes preparation and availability for up to six meetings with ACTAC and/or BPAC.

Deliverable: Agenda preparation for and meeting attendance at six ACTAC and BPAC meetings.

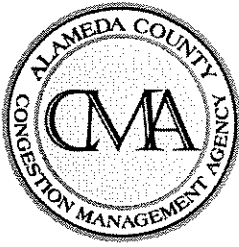
**Detailed Cost Estimate By Task
Alameda Countywide Bicycle Plan Update
August 2005**

Task	Hours	Budget	Completion Date	Comments
1: Identify Changes to the Bicycle Network Since 2001	40	\$4000	10/05	Includes submitting Progress Report #1 by Oct. 28, 2005
2: Convert Bicycle Network Graphics to GIS Format	30	\$10000	10/05	Includes 30 hours of my time plus \$6000 to 7000 in graphic artist time
Task 3: Update Bicycle Network and Confirm Facility Improvements	80	\$8000	11/05	
4: Update Capital Projects and Spot Improvements Summary	40	\$4000	11/05	
5: Update Project Costs and Available Funding	40	\$4000	11/05	
6: Develop Fiscally Constrained List of High Priority Projects	40	\$4000	12/05	
7: Update Chapter 5 – Implementation Plan and Executive Summary	40	\$4000	12/05	
8: Incorporate Changes into the Countywide Bicycle Plan	10	\$1000	1/06 – 3/06	
9: Develop a Public Distribution Document and Post Updated Plan on ACCMA Website	5	\$500	3/06	
10: Agenda Development and Meetings	65	\$6500	On-going	Includes 6 ACTAC and BPAC meetings
Other Direct Costs (telephone, fax, printing, copies)		\$4000		Includes 70 copies of Final updated sections and up to 250 copies of a shortened version of the updated Plan for public distribution
Note: Hours are flexible among tasks and can be reallocated if necessary.				

Workplan and Schedule
Focused Update of the 2001 Alameda Countywide Bicycle Plan

Task	Completion Date	Meeting and Milestone Dates
1: Identify Changes to the Bicycle Network Since 2001 a. Request information from local jurisdictions and follow up b. Identify network additions, deletion, substitutions c. Develop mechanism to track future changes	09/05 - 11/05	<ul style="list-style-type: none"> September meeting with ACTAC
2: Convert Bicycle Network Graphics to GIS Format a. Retain graphics/mapping consultant b. Convert base map c. Update base map d. Develop presentation maps	09/05 – 02/06	
3: Update Bicycle Network and Confirm Facility Improvements a. Update Chapter 3: Proposed Facility Improvements b. Update Figure 3-1: Recommended Cross County Corridors c. Update Appendix C-3: Description of Cross County Corridors d. Review network for continuity and completeness, including Bay Trail segments e. Review network spot improvements and spur routes f. Define transit hubs access and interface g. Update Pedestrian Facilities section focusing on: <ol style="list-style-type: none"> 1. areas where bike/ped needs overlap and conflict 2. ensuring design treatments from one mode do not degrade the other 3. identifying overlapping high priority projects 	10/05 – 02/06	<ul style="list-style-type: none"> October meeting with ACTAC Submit Progress Report #1 to ACTIA October 28, 2005 November 10 meeting with BPAC
4: Update Capital Projects and Spot Improvements Summary a. Update Table 5-1: Summary of Recommended Bikeways by City and Cross County Bicycle Corridor b. Review and recommend most useful method of tabulating data	11/05 - 12/05	

5: Update Project Costs and Available Funding a. Update Table 5-2: Unit Construction Cost Assumptions b. Update Table 5-3: Total Network Costs by Improvement Type c. Update Table 5-4: Summary of Available Funding Sources d. Update Appendix E-1: Cost Breakdown by Project e. Update Appendix E-2 Summary of Cost Estimates	12/05 – 01/06	
6: Develop Fiscally Constrained List of High Priority Projects a. Review criteria for inclusion as high priority project b. Update Table 5-5: High Priority Projects c. Update Figure 5-1: High Priority Projects d. Update Appendix E-3: Priority Screening of Projects e. Update Appendix E-4: High Priority Projects	10/05 - 01/06	<ul style="list-style-type: none"> • January meeting with ACTAC • January meeting with BPAC
7: Update Chapter 5 – Implementation Plan and Executive Summary a. Revise list of issues b. Develop a process for amending the Plan for minor changes between updates c. Compare Regional Bicycle Plan, Pedestrian Plan, updated Bicycle Plan high priority projects d. Update Chapter 5 e. Update appropriate portions of the Executive Summary	12/05 - 02/06	
8: Incorporate Changes into the Countywide Bicycle Plan a. Draft updated sections of the Plan to ACCMA Committees for comment b. Final updated section of the Plan to ACCMA Committees for approval c. Board approved Plan to ACTIA Committees for acceptance	02/06 03/06 04/06	<ul style="list-style-type: none"> • February meeting with CMA Committees and Board to review Draft Plan • March meeting with CMA Committees and Board to approve Final Plan • April meeting with ACTIA to accept Final Plan
9: Develop a Public Distribution Document and Post Updated Plan on ACCMA Website a. Develop a condensed version of Plan for public distribution that included Executive Summary, map of Countywide network (Figure 3-1), map of high priority projects (Figure 5-1), and appendices C-3 and E b. Post updated plan on website	04/06 – 05/06	
10: Agenda Development and Meetings a. Coordinate with ACTAC, BPAC, other public agencies, transit districts, bicycle advocacy groups, others b. Attend 6 ACTAC and BPAC meeting	On-going	Includes 6 ACTAC and BPAC meetings



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*September 6, 2005
Agenda Item 3.5*

Date: August 19, 2005
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Transportation and Land Use Work Program

Action Requested:

The Committee is requested to recommend that the Board approve the proposed Transit Oriented Development (TOD) Funding Monitoring Program and TOD Technical Assistance Program (TAP). On May 26, 2005, the Board directed CMA staff to develop a scope and budget for the programs based on recommendations from the March 28, 2005 TOD workshop and the Transportation and Land Use Task Force. The intent of the programs is to provide expertise to advance TOD projects. The combined budget for the programs is \$25,000, which would be available from CMA's Transportation and Land Use (T Plus) program, funded by MTC. An additional \$25,000 may be available from ACTIA for TOD TAP, pending action from their Board in September.

Next Steps

The request will be scheduled for the CMA Board September 22, 2005.

Discussion:

On May 26, 2005, the Board directed CMA staff to develop a scope and budget for two new programs following the recommendations made in the March 28, 2005 TOD workshop and the recommendations of the Transportation and Land Use Task Force. The programs are:

1. Fund a consultant to track TOD project funds, and
2. Fund a TOD Technical Assistance Program (TOD TAP) of on-call consultants available to TOD project proponents.

The program budgets of \$10,000 for the TOD fund monitoring program and \$15,000 for the TOD-TAP program, would be funded through MTC's Transportation and Land Use (T Plus) program. MTC provides TPlus funds to CMAs throughout the Bay Area as part of their commitment to improve the integration of transportation and land use. An additional \$25,000 may be available from the Alameda County Transportation Improvement Authority (ACTIA) as a match for the TOD TAP program, pending a decision from their Board in September. Both the TOD funding monitoring program and the TOD TAP program would be reviewed in one year to assess their value and cost.

TOD Fund Monitoring

The TOD workshop participants and Transportation and Land Use Task Force members expressed a need for a TOD funding monitoring program to assist project sponsors by monitoring the required activities related to the programming, allocation and expenditure of transportation funding at TOD sites. The monitoring would provide advanced warning of requirements that may threaten the availability of such funds for the projects to which they are programmed. A centralized monitoring system to track transportation funding programmed for Alameda County TOD projects would address this need. The budget for the TOD funding monitoring program is \$10,000.

The scope of the TOD Monitoring Program would be to monitor and track transportation funds programmed for TOD sites and inform TOD project sponsors of upcoming deadlines and other required activities. The monitoring system would be set up initially to focus on eight sites identified in the Countywide Transportation Plan: MacArthur, Coliseum, West Oakland, San Leandro, Union City, Dublin/Pleasanton, Ashby/Ed Roberts, and Warm Springs. The system and the sites would be reviewed after one year. The monitoring system would produce quarterly reports showing upcoming required activities related to programmed funding. The monitoring reports would be provided to project sponsors. The system is intended to provide adequate lead time for sponsors to react and ensure that the required activities are performed in time to meet deadlines.

The proposed program would be an expansion of CMA's current fund monitoring activities provided by Advanced Project Delivery System to monitor federal and state transportation funds, which are programmed through CMA. The current program monitors federal and state transportation funds from three fund sources—STP, STIP/CMAQ and CMA TIP. These do not include all of the more than 10 transportation fund sources programmed for TOD projects (see table below). Additionally, the program would monitor non-transportation funds used for hazardous materials identification and clean up for site preparation for TODs. Other than the hazardous materials clean up funding, the program would solely monitor transportation funds.

CMA currently provides quarterly fund monitoring reports by three fund source categories. With the new TOD fund monitoring program, CMA would provide quarterly reports by eight TOD project sites identified in the Countywide Plan, with sub-categories for over 10 fund sources for each of the project sites.

CMA has an established monitoring program with knowledge of and experience with the fund requirements for funds within the system. The new program would require gaining knowledge of fund requirements for the additional fund sources not in the current monitoring system.

TOD Fund Monitoring Summary – Existing & Proposed

CMA's Existing Fund Monitoring	Additional, Proposed TOD Fund Monitoring
Monitor and report projects by fund source	Monitor and report by TOD site
Provide quarterly reports by 3 fund sources	Provide additional quarterly reports for 8 TOD sites in Countywide Transportation Plan, 1 quarterly summary TOD report, and 1 year-end report
Provide quarterly reports to ACTAC	Provide quarterly reports to project sponsors and ACTAC

Monitor federal and state transportation funds programmed by CMA: STIP, STIP/CMAQ (may include some TLC) and CMA TIP projects that provide revenue	Monitor federal, state and local transportation funds not programmed by CMA: Federal earmarks, TCRP, TLC (non STIP/CMAQ fund sources), Cal Trans Environmental Justice grants, AC Transit (fund sources vary), ACTIA, CMA TIP expenditures City redevelopment, Block grants, City general funds, EPA Brownfields, State California Pollution Control Finance Authority (CPCFA)
Monitor transportation funds	Monitor non-transportation funds for hazardous materials identification and clean up: EPA and CPCFA
Monitoring program established; knowledge of fund requirements available.	Monitoring program and format to be established based on fund source and amount input provided by project sponsors. Knowledge of fund requirements would be gained as program is established.

The success of the monitoring system would depend, in large part, on the cooperation of project sponsors in providing project information to the monitoring team. The monitoring team's scope would not include writing or submitting applications on behalf of sponsors, preparing funding plans, nor monitoring non-transportation funds that are not for hazardous materials clean up, such as housing grants. If project sponsors need assistance from the monitoring team for activities not included in the monitoring scope, they would need to arrange for such assistance separate from the monitoring efforts, or sponsors can reimburse the monitoring budget for actual costs at the monitoring hourly rates.

Project sponsors would be the source for project information and would need to provide the funding information to the monitoring team. Each project would have one identified person that would be the point of contact to the monitoring team. The project information provided by the sponsor would include a comprehensive cost/funding plan for the project showing the total costs and funding broken down by phase. The programming information, e.g. source, year programmed, amount, etc. would be provided for all funding.

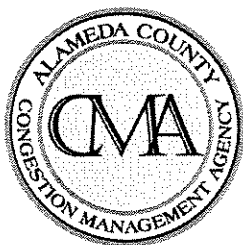
TOD TAP (Transit Oriented Development Technical Assistance Program)

The TOD workshop participants and Transportation and Land Use Task Force members requested technical assistance to Transit Oriented Development project sponsors to facilitate project advancement. The TOD Technical Assistance Program, TOD TAP, would provide a pool of on-call consultants readily available to provide technical assistance to project sponsors and with expertise in topics identified as barriers to advancing TODs in Alameda County. The identified topics for consultant expertise are: addressing hazardous materials liability on undeveloped TOD sites, meeting stormwater requirements, and overcoming onerous parking requirements. Other topics that could be addressed in house by CMA staff and staff from other agencies, which are not a part of this proposed program are getting permits and environmental clearance, coordinating among multiple agencies, finding solutions to land use conflicts (i.e., industrial TODs), and additional items may be considered.

To initiate the program, the Transportation and Land Use Task Force would confirm the TOD issues for which assistance is needed from technical consultants and recommend members for an RFQ team.

They would also recommend whether there would be a local match requirement, and if so, what that would be. CMA would distribute a Request for Qualifications (RFQ) and, with a RFQ review team, select a pool of pre-qualified consultants with expertise in the identified issues. CMA, with input from the Transportation and Land Use Task Force, would then respond to project requests on an as-needed basis for TOD project sponsors seeking technical expertise.

The project budget would be \$15,000, or approximately \$5,000 per issue. The ACTIA Board is considering a \$25,000 match for the program, which would result in a \$40,000 total budget.



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Memorandum

*September 6, 2005
Agenda Item 3.6*

Date: August 19, 2005
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Lifeline Program

Action Requested

ACTAC is requested to recommend that the Board provide input and approve the proposed implementing framework for MTC's Lifeline Transportation Program in Alameda County. MTC has designated the CMAs and/or other countywide entities as administering agencies for the initial three years of the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. MTC will allocate \$4.1 million in Alameda County over three years. The Boards of CMA and ACTIA approved joint administration of the program in June 2005. The ACTIA Board is reviewing the implementing framework for the Lifeline program in September.

Next Steps

The request will be scheduled for the CMA Board September 22, 2005. CMA staff will continue to meet with ACTIA to develop a Call for Projects to be sent out per MTC's guidelines in November 2005.

Discussion

On April 27, 2005, MTC approved Guiding Principles for the Lifeline Transportation Program. The Program allocates over \$200 million in new revenues throughout the Bay Area to address mobility needs for residents of low-income communities over the Transportation 2030 Plan's 25 year horizon. See Attachment A for MTC Lifeline Guidelines.

The adopted guidelines include a three-year initial funding period (FY 2005/2006 through 2007/2008) in which the administration of the projects funded through this program would be at the county level. Over a three year period, Alameda County is anticipated to receive \$4.1 million for Lifeline projects/programs. The guidelines designate the CMAs and/or another countywide entity as administering agencies. In June, the ACCMA Board and the ACTIA Board authorized joint implementation of this program. Since the June CMA Board meeting, ACTIA and CMA staff met to discuss how to jointly administer the program within MTC's guidelines. The discussion included opportunities for a joint Call for Projects;

roles of each agency; targets for capital, operating and program projects; criteria for project selection, and members of the review team.

CMA and ACTIA Update

CMA and ACTIA discussed joint administration of roles and confirmed that CMA should be responsible for capital awards and that ACTIA should be responsible for operating and program awards based on each agency's areas of expertise. Each agency would be responsible for review and recommendation of projects to MTC, and monitoring and evaluation.

ACTIA issues three Calls for Projects that serve populations that include the low income communities eligible for Lifeline transportation funds: 1) the GAP program for seniors and people with disabilities, 2) the Welfare to Work program for transit projects and 3) the Bicycle/Pedestrian program. ACTIA considered issuing a joint Call for Projects for these programs and the Lifeline program. However, the first Lifeline funding cycle will not be combined with any other of ACTIA's funding cycles for programs with populations that include low income communities due to the Lifeline program schedule established by MTC to issue a Call for Projects in November 2005.

MTC Guidelines require a 20% match from the project sponsor. Final criteria will be developed jointly with a review team, prior to issuing a joint call for projects.

Request for Input

MTC has five required scoring criteria for the Lifeline program. Each of the CMAs is required to include the criteria, yet has the flexibility of determining the weighting of each criteria. The criteria are:

1. project development (well thought out projects with performance measures);
2. service operations (includes plans);
3. project budget/sustainability (sustainable beyond the grant period);
4. coordination and program outreach, and
5. cost effectiveness.

CMA and ACTIA discussed targets for capital, operating and programs. ACTIA Board is considering not having any targets and instead reviewing projects as they are submitted. However, MTC the Lifeline program will be funded by a combination of STA and CMAQ funds. CMAQ funds new programs for a maximum of three years and requires that their results are sustainable beyond the grant period. By setting no targets, projects could be funded that require ongoing funding. MTC's guidelines give preference to projects that do not require ongoing funding.

CMA recommends, therefore, that targets of 50% capital and 50% operations and capital be set, and that these targets may be reviewed when applications are received.

A review team will be established to review and weight the criteria and joint call for projects prior to the actual call, and the same team will evaluate each submittal. It is recommended that the review team include a representative of the community, of capital projects, project sponsor, The following are proposed participants in Alameda County's Lifeline Transportation Review Team. This list is a proposal and may need to be expanded to ensure participation of appropriate participants for Lifeline Transportation funding:

- ACTIA and CMA staff
- Social Services Agency member

- Transit operator (outside of Alameda County to avoid a potential conflict of interest for transit operators applying for funds within the County)
- MTC's Welfare to Work member or Transportation and Land Use Coalition member to represent target population
- ACTAC member
- Member from the Agency project controls team

ACTIA may select additional review team members for operating and programs projects, such as Board of Supervisor staff, Lifetime (a program associated with CalWORKS), and organizations representing children, seniors and disabled. It is recommended that the review team represent the population being served while maintaining a manageable size.

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Attachment A

MTC Lifeline Transportation Program Guidelines

RE: Lifeline Transportation Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. NO. 3699

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted the Transportation 2030 Plan (MTC Resolution 3681), which seeks up to \$216 million in new revenues over the plan's twenty-five year horizon to address mobility needs for residents of low-income communities; and

WHEREAS, these new revenues are not readily available; and

WHEREAS, alternative sources of funds have been identified from the Congestion Mitigation and Air Quality Program (CMAQ) and the State Transit Assistance (STA) program to provide services for a three year interim period of time beginning in Fiscal Year 2005-06; and

WHEREAS, MTC has developed program guidelines to be used for the funding and oversight of the Lifeline Transportation Program for projects to be funded for this three year period beginning in Fiscal Year 2005-06 as set forth in Attachment A of this Resolution attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the Lifeline Transportation Program for Fiscal Year 2005-06 through Fiscal Year 2007-08; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on April 27, 2005.

Lifeline Transportation Program Guideline

GUIDING PRINCIPLES FOR COUNTY LIFELINE PROGRAMS

FY 2005-06 through FY 2007-08

Program Goals: The county programs are established to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan, or are otherwise based on a documented assessment of needs within the designated communities of concern. Findings emerging from one or more CBTPs may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects.

Program Administration: MTC recommends the Lifeline Program be administered by the Congestion Management Agencies (CMAs)¹ for a minimum of three years (FY 2005-06 through FY 2007-08). At a CMA's discretion, and with concurrence by MTC, a countywide entity other than or in addition to the CMA may administer the program. That entity must either be an eligible recipient of respective Lifeline Transportation fund sources, or capable of serving as fiscal agent to administer program funds, and otherwise meet program expectations as described in these program guidelines.

¹ Alameda County Congestion Management Agency
Contra Costa County Congestion Management Agency
San Francisco County Transportation Authority
Marin County TAM
Napa County Transportation Planning Agency
San Mateo City-County Association of Governments
Santa Clara Valley Transportation Authority
Sonoma County Transportation Authority
Solano Transportation Authority

MTC requests receipt of written documentation no later than September 30, 2005 from the CMA governing board either agreeing to the terms outlined in the guidelines for administering the program, or identification of stakeholders and partners representing non-transit constituencies such as county social service agencies and community based organizations recommended to administer the program in lieu of the CMA. That countywide entity will likewise submit notification to MTC of its interest and willingness to administer the program consistent with these guidelines, for the Commission's consideration and approval. Absent this documentation, MTC will hold the county's lifeline funding in reserve until such time a local agreement is reached.

Prior to completion of the three-year period MTC, in consultation with CMAs or other project administrators and other program stakeholders, will conduct an evaluation to assess program results, and to recommend a long-term strategy for administration of the Lifeline Program.

All interim lifeline funds will be available for direct services, and not used to cover costs that may be incurred by the CMAs or other countywide agency in administering this program.

Multi-Year Programming: A one-time multi-year programming cycle will be conducted to select eligible lifeline transportation projects.

Competitive Process: For the county programs, funds must not be allocated by formula to sub-areas within the county. Projects must be selected consistent with the findings of a CBTP, countywide regional welfare-to-work plan or other documented assessment of needs within the designated communities of concern. Where plans have not been completed, projects will be selected through an open, competitive process in order to fund those projects that best exemplify the program principles and result in the greatest community benefit.

Grant Application: To ensure a streamlined application process for sponsors, a universal application form (or standard format and content for project proposals) will be developed jointly by MTC and CMA staff, but may be modified as appropriate by the CMAs or countywide administering agency for inclusion of county-specific grant requirements. The "call for projects" for the county programs should be coordinated as closely as possible.

Program Match: A local match of a minimum of 20% of the total program cost is required; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost. Project sponsors may use other local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the minimum 20% matching fund requirement. In addition, the required match can include other *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement, and in-kind costs associated with oversight of the project may also be considered to meet the match requirement.

Evaluation Criteria: Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC

staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Project Selection/Draft Program of Projects: The CMAs (or other countywide administering agency) shall provide an opportunity for outside interests and organizations (e.g., local department of social services, transit agencies and other transportation service providers, local community-based organizations, etc.) to assist in developing and/or to comment on a proposed list of projects to fund. A list of participants in the CBTP processes or other prior lifeline related activities will be provided to the project administrator for their consideration.

In funding projects, preference will be given to strategies emerging from the local CBTP process, if completed, or from a countywide regional welfare-to-work or other documented assessment of need within the designated communities of concern. Regional lifeline funds should not supplant or replace existing sources of funds. Lifeline funds may be used for either capital or operating purposes. Eligible operating projects, consistent with requirements of funding sources, may include (but are not necessarily limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children's programs, taxi voucher programs, improved access to autos, etc. Inter-county projects may also be funded, if two or more counties wish to jointly plan for and fund such a project. CMA or countywide administering agency will consider the project sponsor's ability to sustain ongoing funding beyond the initial grant funding.

Capital projects that do not require ongoing funding are encouraged. Examples of eligible capital projects include (but are not necessarily limited to) purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding new programs.

Funding: Funding amounts will be assigned to each county, based on the distribution outlined in Table A. MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ (or JARC) funds are used, MTC will program the project into the TIP. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, as applicable, or will enter into a funding agreement with the CMA or other countywide administering entity for transfer of the funds to the project sponsor through a funding agreement. Projects funded must meet the eligibility requirements of the respective source of funds.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy. Should there be a balance of non-programmed lifeline funds from a county's fund share after conducting the call for project/project selection process, an equivalent amount of funds would be reserved for the respective county for reprogramming to other Lifeline related investments at a future date.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and funding match and obligation deadlines.

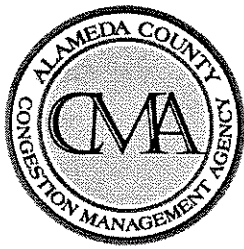
Project Oversight: The CMAs or equivalent countywide agency will be responsible for oversight of projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, the CMA or other administering entity will ensure, at a minimum, that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

CMAs or other program administrators are responsible for programmatic and fiscal oversight of new lifeline projects. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the program projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a quantitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Program Evaluation: MTC, in consultation with CMAs or other countywide program administrator will conduct a program evaluation to report on the results of the program, and to recommend future funding and programmatic oversight for the \$216 million dedicated to the program as part of the Transportation 2030 Plan. The cost to administer the program will be considered as part of the program evaluation to be conducted upon completion of the three-year cycle.

TABLE A			
County	% Bay Area poverty population*	Estimated (minimal) funding FY 2005-06 through FY 2007-08**	
		Annual	3 Year
Alameda	27.4%	1,370,000	4,110,000
Contra Costa	12.5%	625,000	1,875,000
Marin	2.7%	135,000	405,000
Napa	1.7%	85,000	255,000
San Francisco	15.1%	755,000	2,265,000
San Mateo	7.1%	355,000	1,065,000
Santa Clara	21.7%	1,085,000	3,255,000
Solano	5.5%	275,000	825,000
Sonoma	6.3%	315,000	945,000
TOTAL	100%	\$5,000,000	\$15,000,000

* Based on federal poverty levels reported in 2000 US Census data



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*September 6, 2005
Agenda Item 4.1*

Memorandum

DATE: August 30, 2005
TO: ACTAC
FROM: Matt Todd
SUBJECT: State Transportation Improvement Program:
Strategy of the Development of the 2006 STIP

The current STIP, adopted by the CTC in July 2004, is a five year programming document with projects programmed in FY 04/05 through FY 08/09. The 2006 STIP will add two additional program years, for a five year program FY 06/07 through 10/11.

At their May meeting, the CTC adopted the 2006 STIP Fund Estimate assumptions. At that time, it was anticipated the CTC would proceed with a two-tiered Fund Estimate (FE). Since May, the CTC now has information regarding the SAFETEA-LU legislation and the scheduled payments to the Toll Bridge Seismic Retrofit program.

The CTC is not scheduled to release the final fund estimate until September 29th. Based on the delay to the release of the fund estimate, the CTC has delayed the submission of the proposed STIP program until January 30, 2006, about a six week delay from the prior schedule. In order to meet this schedule, MTC is requesting the final program from the CMA by November 18th. To meet the schedule of a final program in November, we are proposing to release a call for projects for potential new programming capacity after the ACTAC meeting. The call for projects will be required to be submitted in a short time frame, so that we can discuss the projects and the program at the October ACTAC meeting, along with the fund estimate that will then be available.

MTC has estimated a total STIP Estimate of no more than \$2 billion. With a \$2 billion estimate, the Alameda County share would be in the range of \$50 to \$60 million. New capacity is expected to be available in 2010/2011. This will be an "at risk" call for projects as there are still many parameters of the STIP estimate that are not known at this time. Issues that may affect the Alameda STIP program include:

- Amount of Public Transportation Account (PTA) funds and State Highway Account (SHA) funds in the estimate?
- Will we have a PTA project target and SHA project target?
- As a strategy, is it a benefit to program PTA eligible projects?

- The level of PTA funds on a year by year basis can be volatile. Will the amount of PTA funds available vary year by year?
- How do we address project cost escalation?
- How will the CTC account for previous advances (Alameda has about \$26 million listed as advanced)?

The final 2006 STIP is scheduled to be adopted by the CTC in April 2006.

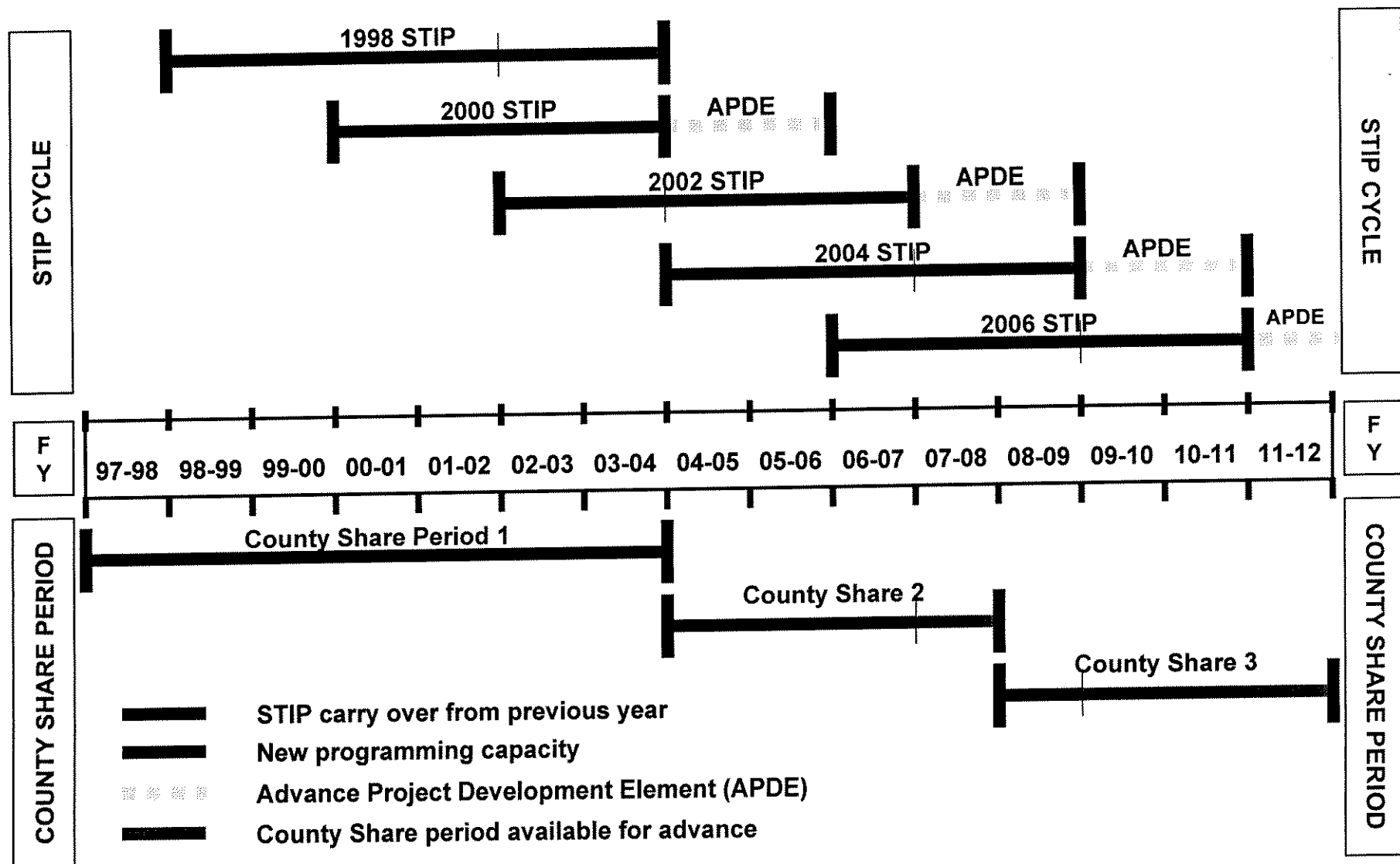
2006 STIP Schedule			
	CMA	MTC/CTC	
May		CTC - Fund Estimate Assumptions adopted	
June	CMA Release Call for Information for Existing STIP Projects CMA approve 2006 STIP Strategy and guidelines		
July	Project Information For Existing Projects Submitted to CMA		
August	NO CMA MEETINGS		
September		MTC Reviews Draft RTIP Policies	
	CMA Release Call for Projects for New STIP Capacity (9/7)		
	Call for Project Information Submitted to CMA (9/16)		
		CTC adopts Fund Estimate (9/29)	
October		MTC Approves RTIP Policies (10/26)	
	Draft RTIP to CMA Board (10/27)		
		Draft RTIP/Fact and Fund Sheets/Performance Analysis to MTC (by 10/28)	
November	CMA Board Approve Final RTIP (11/17)	MTC Requests Final RTIPs (by 11/18)	
December	CMA PPC Meeting - Approve Final Program Revisions (12/12)	MTC circulates RTIP for public comment (12/16 - 1/17)	
January		MTC approves RTIP (1/25)	
		RTIP Due to CTC (1/30)	
February			
March			
April		CTC Adopts STIP	

Principles for Development of 2006 STIP

- The CMA's initial efforts in the development of the 2006 STIP will focus on evaluation of the currently programmed projects.
- All sponsors will be required to provide the CMA with updated cost, scope and schedule information for currently programmed STIP projects.
- The CMA will accept applications for new projects based on the Tier 2 assumptions. Bid targets for all eligible agencies will be developed based on an estimate of two years of additional programming capacity – approximately \$60 million.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and all STIP programming requirements.
- Priority for new funding will be given to components of projects that are currently programmed in the STIP and/or CMA TIP, the five High Priority Projects listed in the Countywide Transportation Plan, and the Mission I-880 Interchange Phase IB project consistent with CMA Resolution 03-5 (revised). Additional projects will be considered by the Board on a case by case basis.
- The following criteria will be used for any prioritization required for existing STIP projects or for the programming of any new funds.
 - Highest priority to projects with design complete that can go to construction in the next 12 months
 - For the remaining projects, strike a balance between funding for construction and project development, considering the following issues:
 - ✓ How far along is project development? – Highest priority to projects that are closest to capital expenditure – construction or ROW
 - ✓ Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of these funds?
 - ✓ Can the project be phased?
 - ✓ Are there special considerations or timing constraints such as the need to preserve ROW or matching of other funds?
 - ✓ Priority consistent to CMA Board identified priority projects
 - ✓ Equity (geographic, sponsor, modal)

Approved by CMA Board June 23, 2005

STIP Cycle / County Share Period



Source: MTC, July 2001

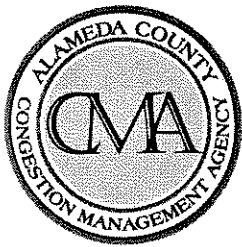
2006 RTIP
Metropolitan Transportation Commission
Regional Transportation Improvement Program

DRAFT

Development Schedule - August 25, 2005

March 3, 2005	Caltrans' Presentation of Fund Estimate (FE) Overview (CTC Meeting – Sacramento)
March 9, 2005	Presentation of initial outstanding issues for RTIP Policies and Procedures to FWG
April 14, 2005	Presentation of Draft FE Assumptions and Policy Issues by Caltrans (CTC Meeting – Stockton)
May 26, 2005	Caltrans' FE Assumptions adopted by CTC (CTC Meeting – Sacramento)
June 1, 2005	Finance Working Group (FWG) review of proposed RTIP Policies and Procedures
July 14, 2005	Caltrans' Presentation of Draft STIP FE to CTC (CTC Meeting – San Diego)
September 19, 2005	Partnership Technical Advisory Committee (PTAC) review of proposed RTIP Policies and Procedures
September 29, 2005	CTC adopts STIP FE and STIP Guidelines (CTC Meeting – Monterrey)
October 12, 2005	PAC review and recommendation of final proposed RTIP Policies and Procedures
October 26, 2005	Commission adopts 2006 RTIP Policies and Procedures
October 28, 2005	CMAs submit fact and fund sheets, proposed RTIP project listing, and project level performance measure analysis to MTC
November 18, 2005	Final changes to Fact and Fund sheets due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (Final Complete Applications due)
December 14, 2005	Programming and Allocations Committee (PAC) review – authorize public hearing and release of draft RTIP
December 16, 2005	Circulate draft RTIP for public comment
December 19, 2005	PTAC Review of 2006 RTIP
January 11, 2006	Public Hearing (at PAC meeting)
January 11, 2006	PAC Review of 2006 RTIP – Refer to Commission for approval
January 17, 2006	Close of public comment period for 2006 RTIP
January 25, 2006	Commission approves 2006 RTIP
January 30, 2006	2006 RTIP due to CTC
March 9, 2006	CTC 2006 STIP Hearing – Southern California (Los Angeles)
March 16, 2006	CTC 2006 STIP Hearing – Northern California (CTC Meeting – Sacramento)
April 7, 2006	CTC Staff Recommendations on 2006 STIP released
April 27, 2006	CTC adopts 2006 STIP (CTC Meeting – Fresno)
March/April, 2006	Conduct AQ modeling and Conformity Analysis on STIP projects for the 2007 TIP
May 2006	Release 2007 TIP for Public Comment
July 2006	Commission approved 2007 TIP
August 1, 2006	2007 TIP due to Caltrans
October 1, 2006	2007 TIP approved by FHWA & FTA

Shaded Area – Actions by Caltrans or CTC



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*September 6, 2005
Agenda Item 4.2*

DATE: August 25, 2005
TO: ACTAC
FROM: Matt Todd, Senior Transportation Engineer
RE: Federal STP/CMAQ Third Cycle Local Streets and Roads Rehabilitation Programming

Information/Discussion

MTC has released information regarding the upcoming STP/CMAQ Third Cycle Local Streets and Roads Rehabilitation programming (Cycle 3 LSR). Based on MTC's preliminary indications, approximately \$57 million is expected to be reserved for Local Streets and Roads (LSR) programming in the region. Alameda County's Share of the region's Cycle 3 LSR funding is estimated in the \$7.5 million range. The Cycle 3 LSR funding is slated for programming in federal fiscal years 07/08 and 08/09, however MTC has indicated that some funding may be available for obligation as early as 06/07. Projects receiving programming in 06/07 would need to be ready to request obligation by April 1, 2007.

MTC has proposed two options for programming the Cycle 3 LSR funds:

- An earlier schedule would require a Call for Projects in October, with a final program to be adopted by the CMA in February of 2006. Allowing time for final approval by Caltrans / FHWA, this schedule would allow ample time for requesting obligation by the April 1, 2007 deadline.
- A later schedule would require a Call for Projects in the Spring of 2006, with a final program to be adopted by the CMA in the Summer of 2006. Allowing time for final approval by Caltrans / FHWA, this schedule would allow less time for requesting obligation by the April 1, 2007 deadline and may preclude programming funds in 06/07.

Eligible Project Types

These Cycle 3 LSR funds are intended for local streets and roads rehabilitation. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606. MTC has indicated that the Guidelines for the Third Cycle program will be similar to that of the Cycle 1 Augmentation program in that any federally eligible street/road on the Federal Functional Classification System will be eligible for funding.

MTC will require a resolution and opinion of legal council from sponsoring agencies, and projects receiving funds will be amended into the TIP.

Next Steps

The Third Cycle Policy is scheduled for adoption by MTC in October or November. The release of the final apportionment numbers from Caltrans / FHWA in October may affect this schedule. Adoption of the policy by MTC in November might be problematic for the early programming schedule, and the opportunity to program projects with 06/07 funds. MTC may be able to provide bid targets prior to the Policy adoption to allow counties to proceed with a call for projects and adopt a final program by February 2006.

The CMA would like input from project sponsors if funding is desired in 06/07. A schedule and process for programming the Cycle 3 LSR funds will be presented to the Committees and Board for approval in October if the earlier programming schedule is used.

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
RED ZONE (Milestone within 3 months)							
02ALA15	AC Transit	Bus Stop Signage/Information	TFCA Award	Agree. Executed		2/3/03	Expenditures not complete Expenditure Deadline Dec 04 FMR Due Dec. 04 FMR Received- Reviewing
			\$ 164,457.00	Proj. Start		Jul-02	
			TFCA Expended	Final Reim.	12/31/05		
			\$ 95,654.09	FMR	Dec-04		
				Exp Deadline Met	12/19/04		
94ALA16	City of Livermore	East Avenue signal interconnect	TFCA Award	Agree. Executed		3/17/97	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 46,441.00	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 46,441.00	FMR	Mar-05		
				Exp Deadline Met	2/13/97	yes	
95ALA09	City of Livermore	Arterial Traffic Management- East Avenue	TFCA Award	Agree. Executed		3/19/1997	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 48,884.55	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 48,884.55	FMR	Mar-05		
				Exp Deadline Met	4/22/98	yes	
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Expenditures not complete Received amendment 6/7/05, still need original agreement
			\$ 225,000.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	6/30/06		
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	FMR Due June 05 Expenditure Deadline Nov 05
			\$ 50,000.00	Proj. Start		Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Jun-05		
				Exp Deadline Met	11/25/05		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Jun 05 Expenditures Deadline Nov 05
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Jun-05		
				Exp Deadline Met	11/25/05		
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete FMR Due Jul 05 Expenditures Deadline Sep 05 2nd Extension Request pending
			TFCA Expended	Final Reim.	12/31/06		
			\$ 4,757.95	FMR	Jul-05		
				Exp Deadline Met	09/30/05		

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

Fall 05- Timely Use of Funds

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/Date	Notes
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete FMR Due Oct 05 Expenditures Deadline Nov 05
			\$ 86,136.00	Proj. Start		Sep-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Oct-05		
				Exp Deadline Met	11/25/05		
02ALA06	City of Hayward	Soto Rd. Bicycle Gap Closure	TFCA Award	Agree. Executed		1/22/03	Expenditures not complete FMR Due Nov 05 Expenditures Deadline Dec 05
			\$ 183,500.00	Proj. Start		Sep-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 79,262.75	FMR	Nov-05		
				Exp Deadline Met	12/31/05		
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	Expenditures not complete Expenditures Deadline Nov 05 FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 97,757.90	FMR	Aug-06		
				Exp Deadline Met	11/25/05		
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Nov 05 Expenditures Deadline Nov 05
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 17,842.53	FMR	Nov-05		
				Exp Deadline Met	11/25/05		
93ALA20	City of San Leandro	Local Arterial Management Program	TFCA Award	Agree. Executed		8/25/93	FMR Due Dec 05
			\$ 44,044.00	Proj. Start		Jul-93	
			TFCA Expended	Final Reim.		95/96	
			\$ 44,044.00	FMR	Dec-05		
				Exp Deadline Met	3/29/96	yes	
94ALA20	City of San Leandro	Local Arterial Traffic Management	TFCA Award	Agree. Executed		2/22/94	FMR Due Dec 05
			\$ 50,898.00	Proj. Start		Jul-94	
			TFCA Expended	Final Reim.		7/1/97	
			\$ 50,898.00	Final Mon.	Dec-05		
				Exp Deadline Met	2/13/97	yes	
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination	TFCA Award	Agree. Executed		9/16/97	FMR Due Dec 05
			\$ 22,011.00	Proj. Start		Sep-96	
			TFCA Expended	Final Reim.		11/19/98	
			\$ 22,011.00	FMR	Dec-05		
				Exp Deadline Met	4/22/98	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

Fall 05- Timely Use of Funds

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/Date</u>	<u>Notes</u>
95ALA13	City of San Leandro	Arterial Traffic Management-	TFCA Award	Agree. Executed		6/17/96	FMR Due Dec 05
			\$ 62,657.00	Proj. Start		Jul-95	
			TFCA Expended	Final Reim.		9/15/99	
			\$ 62,657.00	FMR	Dec-05		
96ALA11	City of San Leandro	Advanced Traffic Management System- Citywide		Exp Deadline Met	4/22/98	yes	FMR Due Dec 05
			TFCA Award	Agree. Executed		5/17/99	
			\$ 416,150.00	Proj. Start		Jul-96	
			TFCA Expended	Final Reim.		6/30/03	
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	\$ 416,150.00	FMR	Dec-05		Expenditures not complete FMR Due Dec 05 Expenditures Deadline Dec 05
				Exp Deadline Met	11/26/02	yes	
			TFCA Award	Agree. Executed		10/3/02	
			\$ 400,000.00	Proj. Start		Jul-00	
01ALA13	ACCMA	ACE Shuttle Service	TFCA Expended	Final Reim.	12/31/06		FMR Due Dec 05
			\$ 317,290.00	FMR	Dec-05		
				Exp Deadline Met	12/31/05		
			TFCA Award	Agree. Executed		8/11/00	
			\$ 740,000.00	Proj. Start		Oct-01	
			TFCA Expended	Final Reim.	12/31/04	Jan-02	
			\$ 740,000.00	FMR	Dec-05		
				Exp Deadline Met	12/21/03	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
YELLOW ZONE (Milestone within 4-6 Months)							
No Projects in the YELLOW ZONE at this time.							
GREEN ZONE (Milestone beyond 6 months)							
04ALA02	City of Union City	Compressed Natural Gas Fueling Facility Improvements	TFCA Award	Agree. Executed	5/9/05	5/10/05	FMR Due June 06
			\$ 50,000.00	Proj. Start	Jun-05	May-05	
			TFCA Expended	Final Reim.	12/31/07	6/29/05	
			\$ 50,000.00	FMR	Jun-06		
				Exp Deadline Met	4/13/07	yes	
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due July 06
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-06		
				Exp Deadline Met	2/28/02	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 93,487.41	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 71,112.57	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$27,210.05	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

Fall 05- Timely Use of Funds

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed	5/6/05	5/19/05	Expenditures not complete FMR Due Mar. 08
			\$ 123,000.00	Proj. Start	Jun-05		
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds
Timely Use of Funds-
September 2005

ACTAC Agenda Item 4.3
8/29/05

			<u>Required</u>	<u>Date</u>	<u>Activity</u> <u>Completed/</u>	<u>Notes</u>
<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Activity</u>	<u>Due</u>	<u>Date</u>	
Projects Done/Completed and Will Be Removed from the Monitoring Program						

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

TABLE A
AUTHORIZED FUNDING LEVEL COMPARISON: TEA-21 AND SAFETEA-LU
Program Totals - Updated 8/16/2005

<i>(Numbers in Millions)</i>	TEA-21 6-Year FY 1998-03	SAFETEA-LU 5-Year FY 2005-09
Grand Total ^{1, 2, 3}	218,000	255,530
Title 23 - Highway	177,000	210,217
Title 49 - Transit	41,000	45,313
<u>Highway Core Programs</u>		
Interstate Maintenance	23,810	25,202
National Highway System	28,571	30,542
Bridge Replacement and Rehabilitation	20,430	21,607
Surface Transportation Program	33,333	32,550
Congestion Mitigation and Air Quality Improvement	8,123	8,609
Safety ⁴	-	5,064
Minimum Guarantee/Equity Bonus	35,011	40,896
<u>Transit Core Programs</u>		
<i>Core Formula Programs</i>		
Section 5307 Urbanized Area	18,034	18,737
Section 5309 Fixed Guideway Modernization	6,592	7,280
Section 5310 Elderly and Disabled	456	584
Section 5311 Rural Area	1,180	1,946
<i>Key Discretionary Programs</i>		
New Starts	8,182	8,016
Bus and Bus Facilities	3,546	4,259
<u>High Priority Projects</u>		
Total Project Funding	9,359	14,824
Total Number of Projects	1,850	5,091

Note 1: The SAFETEA-LU period covers six years (FY 2004-2009). FY 2004, however, was fully appropriated in advance of SAFETEA-LU's completion, and isn't included as part of the bill's authorization amounts.

Note 2: Data Source for TEA-21: Both highway and transit figures are authorized levels from Federal Highway Administration's "Financing Federal-Aid Highways" Report. Annual obligation limitations and appropriation levels may have altered the final funding distributions.

Data Source for SAFETEA-LU: Highway numbers are from Federal Highway Administration August 2, 2005 tables and Transportation Weekly August 4, 2005 edition. Transit numbers are from APTA's August 3, 2005 report.

Note 3: The bill includes an \$8.54 billion rescission of authorization in SAFETEA-LU, which will result in a net authorization for the 5-year period of \$246.99 billion.

Note 4: Under TEA-21, 10% of the STP funds was dedicated to highway safety. SAFETEA-LU made Safety a separate core program.

TABLE B
ANNUAL AUTHORIZED FUNDING LEVEL COMPARISON: TEA-21 AND SAFETEA-LU
Percentage Change - Updated 8/16/2005

<i>(Numbers in Millions)</i>	TEA-21 6-Year FY 1998-03	SAFETEA-LU 5-Year FY 2005-09	% Change
Annual Average^{1, 2, 3}	36,333	51,106	40.7%
Title 23 - Highway	29,500	42,043	42.5%
Title 49 - Transit	6,833	9,063	32.6%
<u>Highway Core Programs</u>			
Interstate Maintenance	3,968	5,040	27.0%
National Highway System	4,762	6,108	28.3%
Bridge Replacement and Rehabilitation	3,405	4,321	26.9%
Surface Transportation Program	5,555	6,510	17.2%
Congestion Mitigation and Air Quality Improvement	1,354	1,722	27.2%
Safety ⁴	-	1,013	N/A
Minimum Guarantee/Equity Bonus	5,835	8,179	40.2%
<u>Transit Core Programs</u>			
<i>Core Formula Programs</i>			
Section 5307 Urbanized Area	3,006	3,747	24.7%
Section 5309 Fixed Guideway Modernization	1,099	1,456	32.5%
Section 5310 Elderly and Disabled	76	117	53.5%
Section 5311 Rural Area	197	389	97.8%
<i>Key Discretionary Programs</i>			
New Starts	1,364	1,603	17.6%
Bus and Bus Facilities	591	852	44.1%
<u>High Priority Projects</u>			
Annual Average	1,560	2,965	90.1%
Annual Average Number of Projects	308	1,018	230.2%

Note 1: The SAFETEA-LU period covers six years (FY 2004-2009). FY 2004, however, was fully appropriated in advance of SAFETEA-LU's completion, and isn't included as part of the bill's authorization amounts.

Note 2: Data Source for TEA-21: Both highway and transit figures are authorized levels from Federal Highway Administration's "Financing Federal-Aid Highways" Report. Annual obligation limitations and appropriation levels may have altered the final funding distributions.

Data Source for SAFETEA-LU: Highway numbers are from Federal Highway Administration August 2, 2005 tables and Transportation Weekly August 4, 2005 edition. Transit numbers are from APTA's August 3, 2005 report.

Note 3: Percentage changes are calculated on annual averages for the programs to account for and correctly compare the 6-year term of TEA-21 to the 5-year term of SAFETEA.

Note 4: Under TEA-21, 10% of the STP funds was dedicated to highway safety. SAFETEA-LU made Safety a separated core program.

Matthew Todd

From: Matthew Todd**Sent:** Monday, August 15, 2005 5:24 PM

To: Wilson Lee; Arthur Dao (E-mail); Austine Osakwe (E-mail); Barbara Hawkins (E-mail); bduffy@lavta.org; cchaicharn@albanyca.org; Christine Monsen; Cory LaVigne (CLaVigne@lavta.org); 'Cyrus Sheik'; Diane Stark; Elizabeth Watty (ewatty@ci.piedmont.ca.us); Erik_Alm@dot.ca.gov; Hamid Mostowfi (Hmostowfi@ci.berkeley.ca.us); Jacki Taylor (jacki@advancepdi.com); Jacki Taylor (projectmonitoring2@accma.ca.gov); James OBrien (james@advancepdi.com); Jeff Rasmussen; Jim Ogren (E-mail); Jim Pierson; jknowles@ci.pleasanton.ca.us; John McKenzie; K Odumade; Keith Cooke (E-mail); Kenneth Emeziem (KEmeziem@ci.berkeley.ca.us); kiranpour@harris-assoc.com; Linda Ajello (E-mail); Matthew Nichols (mnichols@ci.berkeley.ca.us); Mr. Art Carrera; Mr. Bob Vinn; Mr. Cyrus Minoofar; Mr. Dennis Fay; Mr. Ferdinand Del Rosario; Mr. Frank Furger; Mr. Hank Van Dyke; Mr. Jeff Egeberg; Mr. Jim Reese; Mr. Martin Boyle; Mr. Matthew Todd; Mr. Ruben Izon (E-mail); Mr. Steve Gregory; Mr. Vince Petrites; Ms. Jean Hart; Ms. Joan Martin; Ms. Joanne Parker; Ms. Lisa Carboni; Ms. Marilou Ayupan; Ms. Natalie Fay (E-mail); Ms. Shanna O'Hare; mtassano@ci.pleasanton.ca.us; Paul Keener (E-mail); PEGGY CLAASSEN; Peter Hillier (E-mail); ray.kuzbari@ci.dublin.ca.us; Reh-Lin Chen (E-mail); Rochelle Wheeler (Rochelle@ACTA2002.com); 'Roxy Carmichael-Hart'; Sally Barros (SBarros@ci.san-leandro.ca.us); Saravana Suthanthira (ssuthanthira@accma.ca.gov); SOREN FAJEAU; Stefan Garcia (SGarcia@accma.ca.gov); Tara Peterson (E-mail); Tina Spencer (tspencer@actransit.org); Wendy Wong (wwong@ci.berkeley.ca.us)

Subject: Demonstration and Earmark Projects Meeting - September 15, 2005

TO: ACTAC Distribution

FR: Matt Todd

RE: Demonstration and Earmark Projects Meeting - September 15, 2005

The Office of Local Assistance will be having a discussion on Demo projects on September 15, 2005. This meeting will be held at the Caltrans District office in Oakland in the CPR room from 9:00 AM to 12:00 Noon. Staff from the HQ Division of Local Assistance will be joining this discussion. The topics of discussion will be;

1. Demo Program in General
2. Section 330 Funds (2203)-August Redistribution
3. Section 115 Funds -8/12 Allocation
4. Section 117 Funds-0.8% Reduction and 8/12 Allocation
5. Tea-21 and previous-chance of Rescission
6. New Transportation Act Projects
7. Go over all existing Project Status

Caltrans is encouraging MTC, RTPAs and local agencies that have Demo projects to attend this meeting and be prepared to discuss status of all existing projects. If you are interested in attending this meeting, please contact Muhaned Aljabiry by email (muhaned_aljabiry@dot.ca.gov) by August 30, 2005.

Also attached for your information is a list of SAFETEA Authorization Earmarks that has been compiled by MTC.

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Bay Area SAFETEA-LU Earmarks

	Amount	Note	County
Highway bridge program			
Golden Gate Bridge	50,000,000	1	San Francisco, Marin
Non-motorized transportation pilot program			
Marin County	25,000,000		Marin
National corridor infrastructure improvement program			
SR 4 East upgrade	20,000,000	2	Contra Costa
Projects of national and regional significance			
Transbay Terminal	27,000,000	3	San Francisco
Transportation improvements			
Feasibility study for constructing SR 130 realignment project connecting the central valley and San Joaquin County and Santa Clara County	6,000,000	4	Santa Clara
Construction of and improvements to SR 239 from SR 4 in Brentwood to I-205 in the area of Tracy	10,000,000	5	Contra Costa, Alameda
Design and construction of Camino Tassajara Crow Canyon to East Town Project	5,000,000	6	Contra Costa
Engineering right of way and construction of I-580 in the Livermore Valley	6,000,000		Alameda
Multimodal facility improvements			
Multimodal facility improvements, construction, and ferry acquisition by North Bay Ferry Service, Inc., located at Port Sonoma in Petaluma, CA	20,000,000		Sonoma
High priority projects			
4 Builds a pedestrian bridge from Hiller St. to Bay Trail, Belmont	1,960,000	7	San Mateo
35 Replace structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties	1,600,000		Solano
51 Route 1 San Pedro Creek Bridge replacement in Pacifica	2,500,000		San Mateo
254 Construct Coyote Creek Trail Project from Story Rd. to Montague Expressway in San Jose	2,000,000		Santa Clara
278 Widening the highway and reconstructing off ramps on Hwy 101 between Steele Lane and Windsor, CA to reduce traffic and promote carpools	5,600,000		Sonoma
308 Streetscape improvements at East 14th St.-Mission Blvd. in Alameda County	600,000		Alameda
359 Reconstruct I-880 and Coleman Ave. Interchange and implement other I-880 Corridor operational improvements in Santa Clara County	8,000,000		Santa Clara
392 Complete the Bay Trail along the western edge of the American Canyon Wetlands Edge Bay Trail	800,000		Solano
429 Seismic retrofit of the Golden Gate Bridge	8,800,000	1	
430 Upgrade and extend Commerce Ave., city of Concord	1,600,000		Contra Costa
480 Construct Air Cargo Access Rd. to Oakland International Airport	720,000		Alameda
525 Construct Rt. 101 auxiliary lanes 3rd Ave. in the City of San Mateo to Millbrae Ave. in Millbrae	3,000,000		San Mateo
526 Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County	2,400,000		Solano
592 Reconstruct interchange for south-bound traffic entering I-80 from Central Ave., City of Richmond	3,120,000		Contra Costa
706 Bay Rd. improvements between University Ave. to Fordham, and from Clarke Ave. to Cooley Landing. Northern access improvements between University and Illinois Aves., East Palo Alto	4,800,000		San Mateo

709	Construct bicycle and pedestrian bridge between Oyster Bay Regional Park in San Leandro and Metropolitan Golf Course in Oakland	600,000		Alameda
733	Upgrade CA SR 4 East from the vicinity of Loveridge Rd. to G St., Contra Costa County	16,000,000	2	Contra Costa
806	Replace I-880 overpass at Davis St. in San Leandro	600,000		Alameda
943	U.S. 101 operational improvements, San Jose	4,000,000		Santa Clara
961	Construction of CA 101 auxiliary lanes, Marsh Rd. to Santa Clara County line	1,800,000		Santa Clara
984	Construct overpass on Central Ave. at the railroad crossing in Newark	600,000		Alameda
1051	Widen SR 262, replace two railroad overpass structures, and rebuild on and off ramps between SR 262 and Kato Rd. in Fremont	3,200,000		Alameda
1081	Widen SR 12 to four lanes through Jamieson Canyon (between I-80 and SR 29) for safety concerns and economic growth	6,400,000		Napa, Solano
1214	Golden Gate National Parks Conservancy?Plan and implement trails and bikeways plan for the Golden Gate National Recreation Area and Presidio	5,000,000		San Francisco, Marin
1218	Upgrade and reconstruct I-580/Vasco Rd. interchange, City of Livermore	2,000,000		Alameda
1297	Almaden Expressway improvements between Branham Ln. and Blossom Rd., San Jose	2,800,000		Santa Clara
1355	Coyote Creek trail project?Story Rd. to Montague Expressway	2,000,000		Santa Clara
1367	Modify I-880 and Stevens Creek Blvd. interchange to ease traffic congestion in San Jose	9,600,000	8	Santa Clara
1371	Construct I-580 interchange improvements in Castro Valley	960,000		Alameda
1402	Expand carsharing pilot program to serve low- and moderate-income neighborhoods in the City and County of San Francisco	1,600,000		San Francisco
1414	Rio Vista Bridge realignment study and street sign safety program	560,000		Solano
1564	Add turn lane and adaptive traffic control system at intersection of San Tomas Expressway and Hamilton Ave. in Campbell	1,280,000		Santa Clara
1653	Engineering, right of way and construction of HOV lanes on I-680 in the Livermore Valley, California	9,600,000		Alameda
1665	Conduct study of SR 130 realignment project, San Joaquin County and Santa Clara County, CA	1,600,000	4	Santa Clara
1744	Construct I-80 Gilman St. interchange improvements in Berkeley	1,200,000		Alameda
1759	Highways 152-156 intersection improvements, CA	800,000		Santa Clara
1767	Construct Hwy 101 bicycle-pedestrian project in Marin and Sonoma counties from north of Atherton Ave. to south of Petaluma River Bridge	400,000	9	Sonoma, Marin
1776	install emergency vehicle preemption equipment along major arterials in the I-880 corridor, Alameda County	400,000		Alameda
1793	Reconfigure intersection at highways 152 and 156 in Santa Clara County	11,120,000		Santa Clara
1812	Upgrade and reconstruct the I-80/I-680/SR12 interchange, Solano County	17,480,000		Solano
1930	Conduct study and construct CA SR 239 from SR 4 in Brentwood area to I-205 in Tracy area	4,000,000	5	Alameda
1942	El Camino Real Grand Blvd initiative in San Mateo County	3,000,000		San Mateo
1943	Construct Guadalupe River Trail from I-880 to Hwy237 in Santa Clara County	6,400,000		Santa Clara
2017	Construct the Silicon Valley Transportation Incident Management Center in San Jose	6,400,000		Santa Clara
2018	Design and construction Camino Tassajara Crown Canyon to East Town Project, Danville, CA	800,000	6	Contra Costa
2084	Construct Alviso Bay Trail from Gold St. in historic Alviso to San Tomas Aquino Creek in San Jose	800,000		Santa Clara
2089	Vasco Rd. safety improvements, Contra Costa Transportation Authority and the County of Alameda Public Works, CA	800,000		Alameda

2131	Construct operational and safety improvements to I-880 N at 29th Ave. in Oakland	2,000,000		Alameda
2172	Oregon-Page Mill Expressway improvements between U.S. 101 and SR 82, Palo Alto	3,200,000		Santa Clara
2209	Construct I-80 HOV lanes and interchange in Vallejo	800,000	10	Solano
2227	4 lane widening/safety improvements on SR 25 from Hollister to Gilroy	2,928,000		Santa Clara
2245	U.S. 101 Corridor improvements?Rte. 280 to the Capitol-Yerba Buena interchange	4,000,000		San Francisco
2278	Construct safe routes to school in Cherryland and Ashland	800,000		Alameda
2369	Construct fourth bore of Caldecott Tunnel on SR 24, California	1,600,000		Contra Costa, Alameda
2405	Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project	400,000		Santa Clara
2433	Implement San Francisco Street improvements program	6,400,000		San Francisco
2444	Widen Hwy 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Hwy in Petaluma	12,000,000	11	Sonoma, Marin
2448	Widen I-238 between I-580 and I-880 in Alameda County	800,000		Alameda
2484	Reconstruct I-880-Rte. 92 interchange in Hayward	1,400,000		Alameda
2606	Replace south access to the Golden Gate Bridge?Doyle Dr.	8,000,000	12	San Francisco
2701	Construct Rte. 101 bicycle/pedestrian overpass at Millbrae Ave. for the San Francisco Bay Trail	1,000,000		San Mateo
2828	County not specified: Implement streetscape improvements along Wilbur Ave. to enhance traffic and pedestrian safety	80,000		Contra Costa ??
2849	Improve pedestrian and biking trails within East Bay Regional Park District, Contra Costa County	800,000		Contra Costa
2856	Realign SR 4 within the City of Oakley	1,600,000		Contra Costa
2965	Modifies 9 traffic signals between Willow Rd. and Middlefield Rd. and Hamilton Ave., Menlo Park	240,000		San Mateo
3062	Conducts environmental review of proposed improvements related to the connection of Dumbarton Bridge to Hwy 101	400,000		San Mateo
3145	Citywide traffic signal upgrades requiring the installation of hardware and software at 9 major intersections, Palo Alto	400,000		Santa Clara
3220	Upgrade Jepson Pkwy at north and south gates of Travis Air Force Base and widen Vander Rd. segment, Solano County	3,200,000		Solano
3244	Implement SFgo Van Ness corridor improvements	5,600,000		San Francisco
3493	Construction at I-580 and SR 84 (Isabel Ave.) interchange	2,000,000		Alameda
3541	Construct Illinois St. Bridge/Amador St. connection and improvements, San Francisco	3,200,000		San Francisco
3762	Widen Hwy 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Hwy in Petaluma	15,000,000	11	Sonoma, Marin
3763	Construct Hwy 101 bicycle-pedestrian project in Marin and Sonoma counties from north of Atherton Ave. to south of Petaluma River Bridge	500,000	9	Sonoma, Marin
3767	Improvements to Bay Rd. and northern access (City of East Palo Alto)	6,000,000		San Mateo
3769	University Ave. overpass: construction of bicycle and pedestrian lanes?East Palo Alto	2,000,000		San Mateo
3779	Construct bicycle and pedestrian trail between Port Costa and Martinez as part of the San Francisco Bay Trail, Contra Costa County	1,000,000		Contra Costa
3781	Builds a pedestrian bridge from Hiller St. to Bay Trail, Belmont	1,000,000	7	Alameda
3785	Modify I-880 and Stevens Creek Blvd. interchange to ease traffic congestion in San Jose	3,000,000	8	Santa Clara
3787	I-680: construct high occupancy toll lanes in Alameda County	2,000,000		Alameda
3796	Construct I-80 HOV lanes and interchange in Vallejo	2,000,000	10	Solano
3808	Replace south access to the Golden Gate Bridge?Doyle Dr.	6,000,000	12	San Francisco
Capital Investment Grants				
	San Francisco Water Transit Authority	10,000,000		

Project Authority for New Fixed Guideway Capital Projects

	BART Extension to San Francisco Airport	181,855,680		San Mateo
High Priority Projects: Bus and Bus Facilities				
27	Sonoma County, CA purchase of CNG buses	418,000		Sonoma
35	Union City, CA inter-modal station, phase 1: modify BART station	3,553,000		Alameda
54	City of Alameda, CA: plan, design, and construct intermodal facility	1,672,000		Alameda
75	Alameda County: AC Transit bus rapid transit corridor project	418,000	13	Alameda
101	Emeryville, CA: expand and improve inter-modal transit center at Amtrak station	836,000		Alameda
116	Construct Diablo Valley College Bus Transit Center	1,254,000		Contra Costa
155	City of Livermore, CA: construct bus facility for Livermore Amador Valley Transit Authority	1,881,000		Alameda
227	Berkeley, CA: construct Ed Roberts Campus intermodal transit disability center	2,508,000		Alameda
245	San Joaquin, California regional rail?Altamont Commuter Express corridor intermodal centers	3,344,000		Santa Clara, Alameda
266	Martinez, CA: inter-modal facility restoration	1,254,000		Contra Costa
286	Richmond, CA: BART parking structure	4,180,000		Contra Costa
287	San Francisco, CA: implement ITS on Muni transit system	2,508,000		San Francisco
288	Alameda County: AC Transit bus rapid transit corridor project	1,672,000	13	Alameda
352	Oakland, CA: construct streetscape and intermodal improvements at BART station transit village	836,000		Alameda
377	San Francisco, CA: construct San Francisco Muni Islais Creek maintenance facility	5,016,000		San Francisco
381	San Francisco, CA: redesign and renovate intermodal facility at Glen Park Community	3,448,500		San Francisco
383	South San Francisco, Ca: construction of ferry terminal at Oyster Pt. in SSF to the SF Bay Area Water Transit Authority	3,971,000		San Mateo
392	Oakland, CA: construct Bay Trail between Coliseum BART station and Martin Luther King Jr. regional shoreline	752,400		Alameda
403	San Francisco, CA: implement Transbay Terminal-Caltrain Downtown extension project	11,704,000	3	San Francisco
414	Hercules, CA: inter-modal rail station improvements	1,254,000		Contra Costa
459	Transbay Terminal/Caltrain Downtown extension project	17,500,000	3	San Francisco

Project Authorizations for New Fixed-Guideway Capital Projects

Title 3,
Sec. 3043,
p. 261

42	San Francisco Muni Third St. Light RailTransit-Phase I/II	15,000,000		San Francisco
43	Santa Clara Valley Transportation Author-ity?Silicon Valley Rapid Transit Corridor Project	11,000,000		Santa Clara
45	Sonoma Marin Area Rail Transit(SMART) Project	5,000,000		Marin, Sonoma
TOTAL				734,403,580

Notes

1	Project received two earmarks, totaling \$58,800,000
2	Project received two earmarks, totaling \$36,000,000
3	Project received three earmarks, totaling \$56,204,000
4	Project received two earmarks, totaling \$7,600,000
5	Project received two earmarks, totaling \$14,000,000
6	Project received two earmarks, totaling \$5,800,000
7	Project received two earmarks, totaling \$2,960,000
8	Project received two earmarks, totaling \$12,600,000
9	Project received two earmarks, totaling \$900,000
10	Project received two earmarks, totaling \$2,800,000
11	Project received two earmarks, totaling \$27,000,000
12	Project received two earmarks, totaling \$14,000,000
13	Project received two earmarks, totaling \$2,090,000

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September 6, 2005
Agenda Item 4.5



*Flex your power!
Be energy efficient!*

August 22, 2005

**Metropolitan Planning Organizations
Regional Transportation Planning Agencies**

Dear Executive Directors:

Federal Fiscal Year 2005 Delivery

Over the past number of years the United States Department of Transportation Office of Inspector General has reported that States are obligating more Federal-aid highway funds on transportation projects than needed and are failing to de-obligate excess Federal-aid highway funds in a timely manner when projects are complete. Consequently, these "inactive obligations" are tying up Federal funds that could be more effectively put to use to fund today's federally eligible projects. That is why I am asking you to join me in our effort to remove projects from the inactive list.

Although the California Department of Transportation (Department) and Local Agencies have been working to reduce the level of inactive obligations, I believe there is more that can and must be done. The Department is taking a fresh look at how we manage Federal funds for State-administered projects and is implementing procedural changes to reduce the level of inactive obligations. The Department is also committed to see that any Federal funds provided by a region to the Department for a State-administered project remain active and that any excess Federal funds are returned to the region.

Local Agencies will soon receive a letter from the Department's Division of Local Assistance addressing this issue. The letter will outline procedural changes being implemented by the Department to reduce the level of inactive obligations and to identify projects where funds can be released. I am asking all Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and Local Agencies to cooperate to the fullest extent with these procedural changes as we strive to de-obligate excess Federal funds.

"Caltrans improves mobility across California"

Metropolitan Planning Organizations
August 22, 2005
Page 2

Again, I encourage you to join me in looking for ways to reduce the level of inactive obligations within our organizations. If you have an innovative idea to address this issue that works for your agency, let me know. I will make sure that it is communicated to the rest of the transportation agencies.

Together we can make this happen. Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Kempton", followed by a horizontal line.

WILL KEMPTON
Director

Phase 1 Report 3 - Funds Encumbered But No Invoice for 6 Months
8/22/2005

						Total Encumbered	Total Expenditure	Last Invoice Date
District	County	Agency	Project No.	Location	Description			
				University Avenue (between 4th St. and 3rd St.); Union Pacific				
04	Alameda	Berkeley	STPLER-5057(023)	ROW (between Hearst St. and Addison St.)	Improve Train Stop/Intermodal Facilities	\$ 641,000	\$ -	
04	Alameda	Berkeley	STPL-5057(025)	Spruce Street -Arch Street to Grizzly Peak Blvd.	Road Reconstruction	\$ 1,651,000	\$ -	
04	Alameda	East Bay Regional Park	STPLER-6075(015)	Fremont-Newark Bay Trail, Mashlands Road	Miscellaneous - Other	\$ 528,000	\$ -	
04	Alameda	Oakland	STPL-5012(062)	Citywide	Pedestrian Walkway	\$ 2,000,000	\$ -	
04	Alameda	Oakland	STPL-5012(068)	San Leandro St. between 73rd and 66th Ave.	Pedestrian Walkway	\$ 1,000,000	\$ -	
				IN THE CITY OF OAKLAND ON LAKE MERRITT CANAL BRIDGE				
04	Alameda	Oakland	STPLZ-5012(037)	(EMBARCADERO) BR. #33C-0030.	SEISMIC RETROFIT/REPLACE BRIDGE	\$ 1,047,999	\$ 451,512	12/3/2003
04	Alameda	Oakland	STPL-5012(060)	Citywide Curb Ramps	Sidewalk	\$ 755,000	\$ -	
04	Alameda	Oakland	STPL-5012(065)	Oakland Bay Trail: on Mandela Pkwy. & 8th Street	TEA - Other	\$ 902,000	\$ -	
					Street resurfacing by AC overlay, replacing traffic			
04	Alameda	Pleasanton	STPL-5101(020)	West Las Positas Blvd. - Hacienda Dr. to Santa Rita Road	detector loops, install traffic video detect eq.	\$ 963,000	\$ -	
04	Alameda	San Leandro	STPLER-5041(023)	West Estudillo Blvd., between East 14th Street and San	Landscape	\$ 1,000,000	\$ 145,189	8/25/2004
04	Contra Costa	Brentwood	STPL-5300(004)	Lone Tree Way; Brentwood Blvd. to Empire Ave.	Pavement Overlay, spot reconstruction	\$ 586,000	\$ -	
04	Contra Costa	Brentwood	STPL-5300(001)	Brentwood Blvd.; from Sunset Rd. to Sand CRK Rd.	Widen from 2 lanes to 4 lanes w/median,b	\$ 2,200,000	\$ 1,571,431	10/24/2003
				HOV lane along I-680 in Contra Costa County between Cities				
				of Martinez & Walnut Creek from Marina Vista Toll Plaza to				
04	Contra Costa	Caltrans	HP21L-6204(048)	North Main Street	HOV Lane	\$ 4,010,000	\$ 3,332,136	
04	Contra Costa	Caltrans	STPL-6204(036)	SR237/I880 Interchange	Interchange modifications, widening	\$ 3,659,000	\$ 914,678	
					Roadway widening and reconstruction of Railroad Ave.			
04	Contra Costa	Caltrans	HP21L-6204(051)	Railroad Ave. to Loveridge Ave.	I/C	\$ 7,970,000	\$ 3	
04	Contra Costa	Richmond	CML-5137(027)	Richmond Transit Village	Miscellaneous - Other	\$ 575,000	\$ -	
04	Contra Costa	Richmond	STPL-5137(032)	Richmond Bart Station MacDonald ave and 16 Th St.	Pedestrian Walkway and bus stop shelter	\$ 865,500	\$ -	
04	Contra Costa	Richmond	STPL-5137(028)	In Richmond from Garrard Ave. to San Pablo Ave.	Pedestrian and Bike Path	\$ 2,323,000	\$ -	
04	Contra Costa	Richmond	STPLER-5137(026)	Filbert St. from Chesley Ave. to Vernon Ave.	Sidewalk improvement, landscape, street furniture	\$ 2,000,000	\$ -	
04	Contra Costa	San Pablo	STPL-5303(009)	San Pablo Dam Rd., 23rd St and Church Lane.	Asphalt Concrete Overlay	\$ 867,000	\$ 47,001	4/18/2003
04	Marin	NPPA	DPM-0013(001)	NWPRR-R/W---LARKSPUR TO KORBEL & NOVATO TO	ACQUIRE R/W	\$ 6,179,351	\$ 3,879,351	8/15/1996
04	Marin	Novato	STPL-5361(016)	Redwood Blvd from Lamont Ave to Olive Ave.	Pavement Rehabilitation and ADA amenitie	\$ 626,000	\$ -	
04	Marin	San Rafael	STPLER-5043(019)	Medway/Canal/Belvedere Intersection in San Rafae	Construct S.W., Lighting, Landscaping, Bus Stop	\$ 900,000	\$ -	
04	Multi-County	Caltrans	HP21L-6204(045)	Route 101 -Route 37 in Novato to Old Redwood HWY in	Widen HOV Lane;Expressway/Freeway Conver	\$ 3,100,000	\$ 1,259,816	
04	Multi-County	MTC	CML-6084(082)	San Francisco Bay Area	Freeway Operations TOS FY 04/05	\$ 3,600,000	\$ -	
					Pavement Management Technical Assistance Program			
04	Multi-County	MTC	STPL-6084(098)	Nine Counties in the SF Bay Area	FY 04/05	\$ 700,000	\$ -	
04	Multi-County	MTC	CML-6084(088)	Nine counties in the SF Bay Area	Regional Rideshare Program FY 04/05	\$ 2,800,000	\$ -	
04	Multi-County	MTC	CML-6084(089)	Nine counties in San Francisco Bay Area	Regional Transportation Marketing FY 04/05	\$ 600,000	\$ -	
04	Napa	Caltrans	HP21L-6204(046)	Maxwell Bridge Replacement over Napa River - Bridge # 21C-	Bridge Replacement	\$ 8,061,090	\$ 3,134,008	
				IN THE CITY OF NAPA ON THIRD STREET BRIDGE (BRD. NO.				
04	Napa	Napa	BRLS-5042(017)	21C-0012) OVER NAPA RIVER, BETWEEN SOCOL AVE & MAIN	REPLACE BRIDGE,APPR & INTERSECTION MODIF.	\$ 9,824,820	\$ 8,822,028	2/6/2004
04	San Mateo	East Palo Alto	STPL-5438(006)	Bay Road - University Avenue to Clarke Avenue;	Landscape	\$ 1,045,500	\$ -	
				El Camino Real (Rte 82) - from Highway 380 off-ramp to 300'				
04	San Mateo	San Bruno	CML-5226(010)	north of Sneath Lane.	Upgrade Signals/Roadway Modification	\$ 1,936,500	\$ 534,361	1/5/2005
					remove and repair (E) S/W, C/G, Street light, install (N)			
04	San Mateo	San Mateo	STPL-5102(026)	3rd & 4th Street between Railroad Road and Eldorado Road	landscaping, upgrade (E) storm drain, bike	\$ 1,092,500	\$ 132,795	9/23/2004
04	Santa Clara	Palo Alto	STPLER-5100(005)	Intersection of Homer Ave & Alma St. to bike path near Urban	Pedestrian and Bike Path	\$ 3,038,000	\$ 1,584,254	5/26/2004
				along the Milpitas/Warm Springs Blvd. corridor from Stevenson				
04	Santa Clara	San Jose	CML-5005(059)	Bld. in Fremont to Tasman Dr. in Milpitas.	Project to implement ITS elements	\$ 3,140,000	\$ 2,471,638	1/27/2005
04	Santa Clara	Santa Clara County	STPL-5937(078)	Central Expressway- Shoreline Blvd. to Scott Blvd.	Add HOV Lanes	\$ 1,531,000	\$ -	
				DEVELOP INTELLIGENT TRANSPORTATION SYSTEM FOR				
04	Santa Clara	Santa Clara VTA	ITS03-6264(011)	VTA'S BUS SERVICES	Develop integrated ITS for Bus services	\$ 1,572,842	\$ -	
04	Solano	Caltrans	CMLN-6204(006)	CHP Communications Center in Vallejo	Procure & Install Remote TMC Equipment	\$ 773,329	\$ 6,625	
				On River Rd., So. Fitch Mtn. Rd. & Bohemian Hwy. DAF#'s				
04	Sonoma	Sonoma County	ER-3644(001)	BMJ-SON-001-2, BMJ-SON-002-0, REL-SON-004-0 & REL-SON-	Emergency Opening/FA and Restoration-Contract	\$ 1,165,476	\$ -	
				In Sonoma County at (15) Var Loc-DAF#'s BMJ-SON-003-0 &				
04	Sonoma	Sonoma County	ER-3644(003)	REL-SON-005-0, 007-0 thru 012-0, 014-0, 016-0, 017-0 & 020-	Emergency Opening/FA-Contract	\$ 568,811	\$ -	
				RUSSIAN RIVER 20C-0002, Painting Con phase will be under				
04	Sonoma	Sonoma County	STPLZ-5920(027)	different project number. PE for painting under this project	Seismic Retrofit and Scour Countermeasure	\$ 2,360,473	\$ 200,119	6/24/2004
						\$ 90,159,191	\$ 28,486,945	

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ACTAC Meeting
MEETING DATE: 09/06/05

MEMORANDUM

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Nate Miley, Chair
Supervisor, District 4

Roberta Cooper, Vice-Chair
Mayor, City of Hayward

Tom Bates
Mayor, City of Berkeley

Keith Carson
Supervisor, District 5

Henry Chang, Jr.
Vice Mayor, City of Oakland

Mark Green
Mayor, City of Union City

Scott Haggerty
Supervisor, District 1

Alice Lai-Bitker
Supervisor, District 3

Janet Lockhart
Mayor, City of Dublin

Gail Steele
Supervisor, District 2

Shelia Young
Mayor, City of San Leandro

Christine Monsen
Executive Director

TO: ACTAC Members

FROM: Tess Lengyel, Programs and Public Affairs Manager

DATE: August 5, 2005

SUBJECT: *Discussion of Policy Direction for Expenditure of ACTIA Transit Center Development Program Funds*

Recommendation

Staff requests feedback from ACTAC on the proposed policy direction for the expenditure of ACTIA's transit center development program, as outlined below.

Summary

The 2000 Measure B Expenditure Plan provides for programmatic expenditures for Transit Center Development Funds in the amount of 0.19% of net revenues, estimated to total \$2.7 million over the life of the sales tax program in 1998 dollars. At the end of June 2004, the Transit Center Development program had \$389,943 in audited reserves and is anticipated to have \$575,000 by June 30, 2005. This indicates that approximately \$185,000 to \$190,000 is generated annually.

The Expenditure Plan states that these funds are "*available to cities in the County and to Alameda County to encourage residential and retail development near transit centers.*" Therefore, by definition, non-profits and transit operators are not directly eligible for these funds.

Staff is recommending that these funds be used as the local match portion of 1) MTC's TLC program for planning and capital, 2) MTC's TOD program related to Resolution 3434 transit expansion projects, 3) the CMA's call for projects as part of the County TLC program, and 4) \$25,000 per year for two years to be used as a match to the MTC T-PLUS program for a TOD-TAP (Technical Assistance Program). The TOD-TAP program would then be evaluated to determine if funding for it should continue. While there are many other grant programs available that fund portions of TOD's, staff is recommending focusing these small amount of funds solely on the TLC and TOD-TAP programs.

Background

Over the past year, staff participated as a member of the CMA's Transportation and Land Use Task Force tasked with assisting the CMA in developing Alameda County's TOD policies and guidelines. During this effort, staff focused on how ACTIA Transit Center Development Funds could be integrated with the CMA's work. Several possibilities arose including funding a countywide study, developing a best practices handbook for implementing TOD, funding hazardous materials clean up insurance, funding TOD strategies across a single transit system, hiring a TOD expert as technical assistance to the TOD projects in Alameda County (TOD-TAP), and serving as a local match for the TLC programs.

Staff has met with MTC and CMA staff to address how ACTIA's transit center development funds could most effectively be used, and staff supports the following:

Proposed Policy Direction for Transit Center Development Program

Phase 1: In June 2005, the ACTIA Board authorized up to \$200,000 as local match funds for MTC's pilot grant program for Resolution 3434 Transit Expansion Projects station area plans, focusing first on providing the local match for projects and programs in ACTIA's Expenditure Plan, then on other Alameda County projects, if funds remained. Three projects were awarded in Alameda County with a combined local match requirement of \$90,390 (see Table 1).

ACTIA relied on MTC staff evaluation of the grants and a recommendation to ACTIA to fund the local match portion of the projects. MTC approved the Alameda County projects below in July 2005.

Table 1

3434 Corridor	Lead Applicant	Partner Transit Agency	Station Area/Project Location	MTC Project Award	Local Match Requirement	Match Requirement
Ferries	Alameda	WTA/AC	Alameda Point	\$221,000	\$25,415	11.50%
Bus Rapid Transit	San Leandro	AC Transit	Downtown San Leandro BRT Station (Estudillo and E. 14th)	\$450,000	\$51,750	11.50%
Hacienda Business Park	Pleasanton	BART	Hacienda Business Park and BART	\$115,000	\$ 13225	11.50%
TOTAL				\$ 786,000	\$90,390	

Phase 2: Authorize up to \$200,000 annually as the local match for Alameda County TOD projects submitted to MTC's TLC program, future Resolution 3434 Station Area Planning Grants, the CMA's county TLC program, and \$25,000/year for a TOD-TAP.

ACTIA staff understands that the CMA's TLC program will focus solely on funding capital projects. ACTIA staff recognizes the need for planning opportunities and supports the local match funds for MTC's TLC program which funds both capital and planning grants, as well as the planning efforts under the Resolution 3434 station area planning grants.

In July, ACTIA staff discussed the aforementioned approach for use of these funds with the CMA's Transportation and Land Use Task Force, which suggested using some of the funds as a match to the funds the CMA is considering using for a TOD-TAP.

Under MTC's T-Plus program aimed at implementing the Bay Area's Smart Growth Vision, which recommends that future development take place around major transit

lines or infill locations within the urban core to increase regional housing stock and improve transportation options, MTC allocates \$150,000 each year to all the CMA's to forward TOD projects. The Alameda County CMA uses the funds to pay for staff and consultants. After staff costs, the remaining available funds (\$25,000) may be used for a TOD-TAP.

Next steps include developing an implementation plan with MTC and the CMA, including criteria, agreements and schedules. It is anticipated that both MTC and the CMA will do a call for projects between fall/winter 2005 and spring 2006.

Fiscal Impact

Approval of the ACTIA Transit Center Development Policy Direction would allocate \$200,000/year of the available funds as local match and \$25,000 per year for two years for TOD-TAP. ACTIA staff will use the policy direction to draft an implementation plan and will bring the implementation plan to the ACTIA Board for approval in October 2005.

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2005 CMP CONFORMANCE

LOS Monitoring, Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans	Meets All Requirements#
Jurisdiction	Tier 1 - Ordinance Adoption	GPA & NOP Submittals	Tier 2- Land Use Forecasts	Checklist Complete	Payments thru 4th Qts FY 03/04	Progress Reports and Concurrence*	
Alameda County	Yes		Yes		Yes		
City of Alameda	Yes		Yes		Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes		Yes		Yes		
City of Dublin	Yes		Yes		Yes		
City of Emeryville	Yes		Yes		Yes	N/A	
City of Fremont	Yes		Yes		Yes		
City of Hayward	Yes		Yes		Yes	N/A	
City of Livermore	Yes		Yes		Yes		
City of Newark	Yes		Yes		Yes		
City of Oakland	Yes		Yes		Yes		
City of Piedmont	Yes		Yes		Yes	NA	
City of Pleasanton	Yes		Yes		Yes		
City of San Leandro	Yes		Yes		Yes		
City of Union City	Yes		Yes		Yes	NA	

* N/A indicates that they city is not responsible for any deficiency plan for the past fiscal year.

will be filled out by the CMA based on the conformance of each jurisdiction

Note - This table will be updated as and when we receive response from the jurisdictions.

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
Land Use Related Projects - Active							
1	Alameda	NOP/DEIR	Alameda Point Golf Course	NA	Tier 1	7/9/2001 9/15/2004 5/19/2005	Sep 2004 - Comments on the DEIR regarding trip generation and accessibility.
2	Alameda	GPA	Northern Waterfront GPA, Del Monte Adaptive Reuse Project, and Grand Marina Mixed Use Project	NA	Tier I	1/7/2004	Comments on the NOP. Informed that ABAG's revised job numbers should be used for the projections. (Comments on the old projects sent on 11/18/2002). Per the City, a new NOP will be issued shortly.
3	Alameda	GPA	Harbor Bay Village VI	GPA04-0002	Tier I Exempt	5/17/2005	
4	Alameda County	NOP/FEIR	Law Enforcement Complex (LEC) and Animal Shelter at 2700 & 2100 Fairmont Dr	NA	Tier 1 Exempt	5/18/2004 6/21/2004	EIR completed. Board decision expected in June.
5	Alameda County	NOP/DEIR	Focused EIR-Castro Valley residential development	NA	Exempt	8/29/2003	Expected Completion by 04/06
6	Alameda County	DEIR	Chevron Pipeline Relocation Project	NA	Exempt	3/11/2004	Approved by Planning Council, pending appeal by the Board
7	Alameda County	DEIR	LA Vista Quarry Mining Permit Extension Project	NA	Tier 1 Exempt	10/13/2004	Possible annexation by City of Hayward.
8	Berkeley	GPA/NOP/DEIR	Homeless Shelter	NA	Exempt	12/23/2002 7/7/2003	
9	Berkeley	NOP	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004	
10	Berkeley	GPA/NOP DEIR	West Berkeley Bowl project at 920 Heinz Ave.	NA	Tier 1	2/8/2005 8/11/2005	
11	Berkeley	GPA	Gilman Street Playing Fields	NA	Tier 1 Exempt	7/12/2005	
12	Berkeley	GPA	David Brower Center/Oxford Plaza	NA	Tier 1 Exempt	7/14/2005	
13	Bureau of Indian Affairs	NOI	Lower Lake Rancheria Casino near Oakland Airport	NA	Tier 1	12/13/2005	
14	Dublin	GPA/NOP	Wallis Ranch/Dublin Ranch West	PA02-028	Exempt Tier 1	2/28/2003 9/12/2002	City Council meeting on March 15, 2005 to approve EIR and GPA
15	Dublin	GPA	Dublin Land Co.	Resolution 50-03	Tier 1		Initiated March 2003. No CEQA document yet.
16	Dublin	GPA	Scarlett Court Specific Plan	03-063	Tier 1		Initiated on 03/03. No CEQA yet.

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/Tier I)	CMA Response Date	Comments
17	Dublin	NOP/DSEIR	Fallon Village Development	NA	Tier 1	7/1/2005	
18	Dublin	NOP/DSEIR	Moller Ranch Reorg and Development	NA	Tier 1	6/29/2005	
19	Emeryville	GPA	Park Avenue District	NA	Tier 1	7/6/2001	Initial Study being prepared
20	Emeryville	NOP/DEIR	Sherwin-Williams Emeryville Site Redevelopment Project	NA	Tier 1	1/12/2005	EIR being prepared.
21	Emeryville	GPA	Bike and Ped Circulation Plan	NA	Tier 1 Exempt	3/30/2005	
22	Emeryville	GPA	Pixar Animation Studios Expansion-New		Tier 1		CMA was not informed. Proposal (Reso 04-81) was approved by City Council and voters in 2004. Revised proposal being prepared currently.
23	Fremont	GPA	Land Use Redesignation	2003-00200	Exempt	5/21/2003	
24	Fremont	GPA	GPA to revise Housing and Land Use Element of the General Plan	PLN 2001-00111	Exempt	3/27/2003	
25	Fremont	GPA	Land Use Redesignation	PLN 2002-00321	Exempt	2/28/2003	
26	Fremont	NOP/DEIR	Industrial Project Area Development	450RDA1036	Tier 1	11/18/2002	
27	Fremont	GPA	Belle Cere GPA	PLN2002-00111	Exempt	7/25/2002	
28	Fremont	NOP/DEIR	Revisions to the City of Fremont's Solid Waste Management System	PLN2002-00150	Tier 1	12/20/2001	
29	Fremont	NOP/DEIR DEIR FEIR Recirc. DEIR FEIR	Wal-Mart	PLN2001-00290	Tier 1 Comments No Comments	9/10/2001 7/30/2002 1/23/2003 1/23/2003 3/27/2003	Comments submitted requesting analysis of MTS routes and providing clarification on CMP requirements.
30	Fremont	GPA	Recycling and Transfer Station and Solid Waste	PLN 2002-270	Tier 1 Exempt	6/25/2003	
31	Fremont	GPA	Central Park Knoll	PLN2003-208	Tier 1 Exempt		
32	Fremont	GPA	City of Fremont Fire Station # 8	PLN2004 - 00049	Tier 1 Exempt	11/4/2004	
33	Fremont	GPA	Geotechnical Studies in Hillside Areas	PLN2004 - 00069	Tier 1 Exempt	11/4/2004	
34	Fremont	GPA	Housing Element Implementation Rezoning for Programs #22 and # 23	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLNs 2004-00077, 2004-00079, 2004-00080 and 2004-00081.

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
35	Fremont	GPA	Tri-City Sports and Patio World General Plan Amendment and Rezoning	PLN2004-000092	Tier 1 Exempt	11/4/2004	
36	Fremont	GPA	Walnut/Mission GPA & PD	PLN2003 - 00176	Tier 1 Exempt	11/4/2004	
37	Fremont	GPA	Washington Blvd. Project	PLN2003-00282	Tier 1 Exempt	11/4/2004	
38	Fremont	GPA	MARLAIS GPA- MISSION	PLN2002-00100	Tier 1 Exempt	11/4/2004	
39	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00251, PLN2004-00272, PLN2004-00273, PLN2004-00274, PLN2004-00275.
40	Fremont	GPA	Housing Element Implementation Program # 19	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00112, PLN2004-00279, PLN2004-00280.
41	Fremont	GPA	Housing Element Implementation Program # 18	PLN # - see comments column	Tier 1 Exempt	11/4/2004	PLN2004-00265, PLN2004-00266, PLN2004-00267, PLN2004-00268, PLN2004-00269, PLN2004-00270.
42	Fremont	GPA	Health and Safety Element Update for Fire Department Response Time Standards	PLN2004-00296	Tier 1 Exempt	11/4/2004	
43	Fremont	GPA	City of Fremont 2002 Hill Area Initiative Implementation	PLN2004-00030	Tier 1 Exempt	11/4/2004	
44	Fremont	GPA	Grimmer Residence GPA	PLN2005-00016	Tier 1 Exempt	11/4/2004	
45	Fremont	GPA	Housing Element Implementation Program # 18 & 21	PLN # - see comments column	Tier 1	3/30/2005	PLN 2005-00072, 2005-00073, 2005-00075, AND 2005-00076-
46	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier 1 Exempt	3/10/2005	PLNs 2004-00274 and 2005-00075
47	Fremont	GPA	Hill Area Initiative Implementation	PLN 2004-00030	Tier 1 Exempt	3/10/2005	
48	Fremont	GPA	Fire Station # 6	PLN 2005-00051	Tier 1 Exempt	3/10/2005	
49	Fremont	GPA	Atria Townhomes GPA and Rezoning	PLN-2004-00177	Tier 1 Exempt	2/28/2005	

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
50	Fremont	GPA	Density Bonus	PLN2005-00151	Tier 1 Exempt	2/28/2005	
51	Fremont	GPA	Shinn Historical Park and Arboretum project	PLN2003-00068	Tier 1 Exempt	3/30/2005	
52	Fremont	GPA	Housing Element Implementation Program # 18 & 21	See Comments	Tier 1	5/23/2005	(PLNs 2005-00080, 2005-000217, 2005-000215, and 2005-00076). Future proposals on Site # 3 are to be sent for CMA review.
53	Fremont	GPA/NOP	Globe-internationally themed retail, restaurant and entertainment destination project	NA	Tier 1	5/26/2005	
54	Fremont	GPA	Housing Element # 21	PLN 2005-00275	Tier 1 Exempt	6/1/2005	
55	Fremont	GPA	Housing Element - Automall Commons	PLN 2005-00167	Tier 1 Exempt	6/1/2005	
56	Fremont	GPA	Canyon Heights	PLN 2005-00234	Tier 1 Exempt	6/1/2005	
57	Fremont	GPA	Dusterburry Townhomes Development	PLN 2005-00232	Tier 1 Exempt	6/1/2005	
58	Fremont	GPA	Housing Element # 21	See Comments	Tier 1 Exempt	7/13/2005	(PLNs 2005-00080, 2005-00217, 2005-00215). note - future development proposals on site 1 and 3 to be submitted to the CMA for review.
59	Fremont	GPA	Bicycle Master Plan	NA	Tier 1 Exempt	8/17/2005	
60	Hayward	GPA/NOP/DEIR DEIR	Mission-Garin Area Annexation Study	NA	Tier 1 Exempt	7/31/2002 3/1/2003	
61	Hayward	SEIR Addendum	Blue Rock Country Club	NA	Tier 1 Exempt	7/3/2002	
62	Hayward	NOP	NOP for DEIR for Mt.Eden Rezoning and Annexation	NA	Tier 1 Exempt	12/15/2003 01/21/04	
63	Hayward	GPA	Eden Shores Estate	PL-2004-0184	Tier 1 Exempt	6-Jun-05	
64	Lawrence Berkeley National Lab	NOP/DEIR	Long Range Development Plan Update	NA	Tier 1	3/22/2002	
65	Livermore	GPA/NOP/DEIR	Seven Vines Project	NA	Tier 1 Exempt	5/17/2005	Draft EIR scheduled for circulation in late August 2005

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
66	Livermore	GPA	Gross Acre defintion change	GPA-05-003	Tier 1 Exempt	6/1/2005	Scheduled for City Council consideration on August 8, 2005
67	Livermore	GPA	70- Dwelling Units Development	GPA 05-002	Tier 1 Exempt	6/1/2005	Scheduled for City Council consideration on August 8, 2005
68	Livermore	GPA	Changes to scenic corridor element	GPA 05-005	Tier 1 Exempt	7/14/2005	Scheduled for City Council consideration on August 8, 2005
69	Livermore	GPA	Neighborhood Mixed Use definition change	GPA 05-004	Tier 1 Exempt	7/14/2005	Scheduled for City Council consideration on August 8, 2005
70	Newark Ohlone Community College	NOP/DEIR	Ohlone College Newark Center for Technology & Health Sciences Master Plan	NA	Tier 1	10-Jun-04	
71	Oakland	NOP/DEIR	Skyline Ridge Estates	NA	Tier 1 Exempt	15-Jun-04	
72	Oakland	NOP/DEIR	Coliseum Gardens	ER3-0001	Tier 1	1/29/2003	
73	Oakland	NOP/DEIR DEIR	300 Harrison	ER00-39	Tier 1 Exempt	8/1/2001 10/30/2002	
74	Oakland	NOP/DEIR	West Oakland Project Area Redevelopment Plan	ER02-0014	Tier 1	7/30/2002	
75	Oakland	NOP/DEIR	Marks Building		Exempt	8/29/2003	
76	Oakland	NOP/DEIR	Sienna Hill Housing Project		Exempt	2/23/2004	
77	Oakland	GPA	Amend the GP from Busines Mix to Housing & Business Mix for these properties and build 26 single family homes.	ER 03-002, GP03-023	Tier 1 Exempt	5/5/2005	
78	Oakland	GPA	Safety Element of the Oakland GP	NA	Exempt	5/5/2005	
79	Oakland	NOP/DEIR	Broadway and West Grand Mixed-Use Project	ER 03-0022	Tier 1	10/8/2004 4/2/2004	
80	Oakland	NOP/DEIR	Wood Street Project (Central Station)		Tier 1	11/8/2004 7/20/2004 2/18/2004	
81	Oakland	NOP/DEIR	Arcadia Park Residential Project	ER05-3	Tier 1	5/4/2005 8/15/2005	
82	Oakland	NOP/DEIR	Kaiser Master Plan	NA	Tier 1	4/11/2005	
83	Oakland	NOP/DEIR	Oak to Ninth mixed use	NA	Tier 1	7/20/2004	
84	Oakland	GPA	Embarkadero Cove Mixed Use	NA	Tier 1 Exempt	4/13/2005	

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85	Ohlone College	NOP/DEIR	Ohlone College Newark Center for Health Sciences and Technology	NA	Tier 1	11/8/2004	
86	Pleasanton	NOP/DEIR	Lund II		Tier 1	10/1/2003	
87	Pleasanton	NOP/DEIR	PUD- Charter Properties Exempt	PUD-33	Exempt	1/21/2004	
88	Pleasanton	GPA	Sportorno Ranch project	NA	Tier 1 Exempt	3/29/2005	
89	Port of Oakland	NOP/SEIR DSEIR	Airport Development Program	NA	Exempt	1/29/2003 7/11/2003	
90	San Leandro	GPA	43-unit townhomes at Washington and Springlake	NA	Tier 1 Exempt	3/14/2005	
91	San Leandro	GPA	9-unit residential development	PLN2005 - 00049	Tier 1 Exempt	7/13/2005	
92	UC Berkeley	NOP/EIR	UC Berkeley LRDP& Chang-Lin-Tien Center	NA	Tier 1	6/18/2004 9/26/2003	
93	UC Berkeley	GPA SFDEIR	University Village NW Master Plan Amendments	18132A	Tier 1	3/17/2004 6/12/2003	Located in City of Albany
94	Union City	NOP/DEIR	Union City Intermodel Station Passenger Rail Project	NA	Tier 1/ Exempt	6/9/2005 4/2/2004 9/25/2003	Exempt because there is no proposed alterations to traffic, and no changes in land use.

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Land Use Related Projects - Inactive or Completed							
1	Alameda	GPA	Amendment to Housing Element	GPA 03-0003	Exempt		Project on hold
2	Alameda	GPA	Amendment to Housing Element	GPA 04-0001	Exempt		Project on hold
3	Alameda	GPA	Rod Goode Toyota Expansion		Tier 1 Exempt	8/31/2004	Project never proceeded
4	Alameda County	DEIR NOP/DEIR Rev. NOP/DEIR FEIR	Juvenile Justice Facility and East County Government Center	NA	Tier 1 Tier 1	3/6/2003 2/1/2002 7/3/2002	Under Construction..
5	Alameda County	DEIR	Alameda County-San Loranzo Specific Plan	NA	Tier 1	8/26/2003	Adopted by the Board 9/10/2004
6	Alameda County	DEIR	3738 East Castro Valley Boulevard Planned Residential Development	NA	Exempt	4/12/2004	Completed
7	Albany	GPA	General Plan Amendments to the Land Use Element of the Albany General Plan	NA	Tier 1 Exempt	7/23/2004	Adopted by City Council in fall 2004
8	Albany	GPA	GPA regarding mixed-use developments and affordable housing	NA	Tier 1 Exempt	4/21/2005	Approved by City Council in Spring 2005
9	Dublin	GPA/DSEIR FSEIR	IKEA GPA Study	PA-02-034	Tier 1	12/23/2003 10/22/2003 4/18/2003 9/12/2002	Approved by the City Council
10	Dublin	GPA	Single-family homes project on Starward Dr.	PA# 04-006	Exempt	10/7/2004	Approved.
11	Emeryville	GPA	Pixar Animation Studios Expansion	NA	Exempt	4/21/2003	Approved, Referendum # 02/04
12	Livermore	GPA	GPA to relocate the boundary between the CF and NC land use designations	04-002	Tier 1 Exempt	7/23/2004	Application withdrawn
13	Livermore	NOP/DEIR/DSEIR	Oaks Business Park Revised	NA	Tier 1	4/6/2001 10/14/2002 4/18/2003 11/17/2003	Project approved by the City Council on 2/23/04. File closed.
14	Livermore	GPA	Amend the GP from OSP to UMH to construct single family home	04-004	Tier 1 Exempt	5/5/2005	Approved by the City Council on 1/10/05
15	Livermore	GPA	Text Amendment to change grading limitations in the I-580 scenic corridor	04-003	Tier 1 Exempt	5/5/2005	Approved by the City Council on 1/10/05

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16	City of Oakland	FEIR NOP/DEIR DEIR	Metroport Project	ED-00127	Tier 1	3/13/2003 5/23/2001	Under Construction. Jurisdictions changed from Port of Oakland to the City of Oakland.
17	Union City	GPA	Citywide Amendment to the Land Use Diagram	AG-02-04	Tier 1 Exempt	8/25/2004	Approved
18	Union City	GPA	Bicycle and Pedestrian General Plan Amendment	AG 01-05	Tier 1 Exempt	02/28/05	Approved, City Council Resolution 2936-05, 3/8/05
19	Union City	GPA	Summer Hill Homes Project	AG 04-04	Tier 1 Exempt	3/10/2005	Land Use Redesignation of 8 acres of Private Institutional (PI) to 4 acres Residential 3-6 du/ac (R3-6) and 4 acres open space (OS) Approved, City Council Resolution 2948-05, 3/22/05
20	Union City	GPA	Residential Development	AG 03-04	Tier 1/ Exempt	07/14/05	Approved, City Council Resolution 2806-05, 1/11/05
21	Union City	GPA	Union Landing Commercial	AG 05-04 (renumbered AG 03-04(B))	Tier 1/ Exempt	07/14/05	Approved, City Council Resolution 2806-05, 1/11/05

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Transportation Improvement Projects							
1	AC Transit	NOP/EIR/EIS NI/EIS	East Bay BRT	NA	Comments	6/24/2003 3/16/2004	Suggested to assess the impact of removing one lane for a dedicated guideway. Informed that if existing LOS worsens to F on a CMP roadway, it may trigger deficiency plan requirements.
2	BART	NOP/DSEIR DEIR	BART Warm Springs Extension	NA	Comments	3/27/2002 5/7/2002	
3	Caltrans	NOP/DEIR	Caldecott Improvement	NA	Comments	1/31/2003	
4	High Speed Rail Authority	NOP/DEIR	High Speed Rail Train to San Francisco Bay Area	NA	Comments	5/21/2001 5/11/2004	Commented that this project is not currently in the CWTP, supporting an East Bay alignment, and requesting that impacts to the MTS be addressed.
5	San Francisco	NOP/DEIR	2001 Transbay Terminal	2000.048 E	Comments	4/18/2001	Comments submitted requesting that the impacts to AC Transit be analyzed and mitigated.
6	SCVTA	NOP/EIR/EIS NOP/DEIR	BART to Santa Clara County	NA	Comments	5/20/2004 2/25/2003 2/7/2002	Requested that MTS impacts be evaluated as well as station access and parking impacts at the Union City, Fremont, Dublin-Pleasanton and proposed Warm Springs stations.
7	Water Transit Authority	DPEIR FEIR	Implementation and Operations Plan- Expansion of Ferry Service	NA	Comments	7/9/2003 10/30/2002 5/16/2002	Requested clarification on how the proposed ferry system reduces congestion, what mitigation is proposed to make up for revenue losses to existing transit services, cost effectiveness for WTS alternative 1 and net new riders, the cost effectiveness of mitigation, local impacts resulting from terminal development, funding of terminal construction and air quality resulting from cold starts at terminals.
8	Water Transit Authority	NOP/DEIR/EIS	South San Francisco Ferry Terminal Project	NA	Comments	01/20/05	

Note:

No comments means there were no comments to make or, in the case of a DEIR or FEIR, previous ACCMA comments were responded to.

Tier 1 refers to GPA and NOP for EIR for projects consistent with the general plan.

Exempt refers to the development proposals that does not exceed the threshold of generating 100 p.m. peak-hour trips, as determined by the CMA, more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..